Miscellaneous Suspense Items as at 31st March 1918.

Sundry Debtors.	Balance on 31st March 1917.		During 1917-18.		Total to 31st March 1918.		Balance on 31st March 1918.	
	Credits.	Debits.	Credits.	Debits.	Credits.	Debits.	Credits.	Debits.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Advance to Land Acquisition Collector	.....	1,32,888 7 4	26,56,782 4 6	27,01,264 6 3	26,56,782 4 6	28,34,152 13 7	.....	1,77,370 9 1
" for Survey	.....	86,737 1 4	.....	17,200 0 0	.....	1,03,937 1 4	.....	1,03,937 1 4
" to Corporation	.....	1,42,256 13 10	36,526 6 5	44,293 13 0	36,526 6 5	1,86,550 10 10	.....	1,50,024 4 5
" for Counsel Fees, etc. ...	.....	7,947 0 0	11,661 11 0	16,901 3 10	11,661 11 0	24,848 3 10	.....	13,186 8 10
" Purchase of Motor Car	.....	2,350 0 0	1,450 0 0	.....	1,450 0 0	2,350 0 0	.....	900 0 0
" Employees' Insurance	.....	56 4 0	75 0 0	75 0 0	75 0 0	131 4 0	.....	56 4 0
" War Loan	.....	.....	2,035 0 0	2,255 0 0	2,035 0 0	2,255 0 0	.....	220 0 0
" to Contractor	.....	.....	121 10 7	596 10 7	121 10 7	596 10 7	.....	475 0 0
" Solicitor N. C. Seal	.....	.....	.....	50 0 0	.....	50 0 0	.....	50 0 0
" E. B. Railway ...	.....	.....	.....	33,399 0 0	.....	33,399 0 0	.....	33,399 0 0
" Capital Engineering Co.	.....	.....	1,156 4 0	1,156 4 0	1,156 4 0	1,156 4 0	.....	.....
Bank Commissions Suspense	.....	26 0 0	69 4 0	50 12 0	69 4 0	76 12 0	.....	7 8 0
Petty Cash Imprests	.....	500 0 0	.....	.....	.....	500 0 0	.....	500 0 0
Outstanding Dues	.....	16,959 1 6	17,702 2 3	1,33,235 5 7	17,702 2 3	1,50,194 7 1	.....	1,32,492 4 10
Total	.....	3,89,720 12 0	27,27,579 10 9	29,50,477 7 3	27,27,579 10 9	33,40,198 3 3	.....	6,12,618 8 6

Sundry Creditors.	Balance on 31st March 1917.		During 1917-18.		Total to 31st March 1918.		Balance on 31st March 1918.	
	Debits.	Credits.	Debits.	Credits.	Debits.	Credits.	Debits.	Credits.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Deposits of Contractors—								
On Contract	.....	10,633 0 0	27,889 0 0	30,458 0 0	17,889 0 0	41,091 0 0	.....	23,202 0 0
" Tender	.....	2,950 0 0	88,110 0 0	1,06,260 0 0	88,110 0 0	1,09,210 0 0	.....	21,100 0 0
Retention Money	.....	40,593 5 3	1,10,709 0 11	1,54,895 9 3	1,10,709 0 11	1,95,488 14 6	.....	84,779 13 7
Total ...	.....	54,176 5 3	2,16,708 0 11	2,91,613 9 3	2,16,708 0 11	3,45,789 14 6	.....	1,29,081 13 7
Provident Fund Depositors' Account	.....	32,269 13 7	142 9 0	13,147 6 5	142 9 0	45,417 4 0	.....	45,274 11 0
Tribunal Provident Fund	.....	460 14 0	.....	261 6 7	.....	722 4 7	.....	722 4 7
Income-Tax	.....	1,420 15 2	13,219 11 10	11,928 14 10	13,219 11 10	13,349 14 0	.....	130 2 2
Unpaid Bills	.....	70,889 11 11	69,260 15 11	16,961 10 6	69,260 15 11	87,851 6 5	.....	18,590 6 6
Undisbursed Salaries	.....	141 7 7	138 8 11	162 6 2	138 8 11	303 13 9	.....	165 4 10
Interest on Contractors' Securities...	.....	135 14 0	2,828 13 4	2,692 15 4	2,828 13 4	2,828 13 4	.....	.....
Deposit for Land Purchase	...	.....	.....	6,000 0 0	.....	6,000 0 0	.....	6,000 0 0
" Calcutta Corporation ...	.....	.....	382 4 8	556 11 5	382 4 8	556 11 5	.....	174 8 9
" Stamp Duty, etc. ...	.....	50 0 0	.....	.....	.....	50 0 0	.....	50 0 0
Work Suspense	.....	.....	.....	1,364 14 6	.....	1,364 14 6	.....	1,364 14 6
Interest on Employees' Securities ...	.....	12 13 0	170 7 0	157 20 0	170 7 0	170 7 0	.....	.....
" Deposit for Land Purchase	.....	.....	113 13 6	113 13 6	113 13 6	113 13 6	.....	.....
Hire of Road Rollers	.....	.....	4,241 12 8	4,606 5 1	4,241 12 8	4,606 5 1	.....	364 8 5
Total ...	.....	1,59,557 14 6	3,07,207 1 9	3,49,567 11 7	3,07,207 1 9	5,09,125 10 1	.....	2,01,918 8 4

LIABILITIES.

	Rs. A. P.
1. Deposits—	
(a) Advances from Revenue to Capital	67,86,418 8 11
(b) Contractors	1,29,081 13 7
(c) Provident Fund Trust Office	45,274 11 0
(d) D.tto Tribunal Office	722 4 7
2. Sundry creditors	26,839 11 2
3. Auctioneer's fees	732 0 9
Total Liabilities ...	69,89,075 2 0
4. Excess of assets over Liabilities—	
(1) Government grant (capital)	50,00,000 0 0
(2) Credit balance of the Revenue Fund (including outstanding dues)	1,30,69,546 8 8
(3) Credit balance of the Capital Fund outstanding	7,826 5 4
Total ...	2,50,66,448 0 0

ASSETS.

	Rs. A. P.
1. Net value of works done and the value of works in hand	1,17,86,418 8 11
2. Sundry debtors—	
(a) Rent charges	1,717 8 0
(b) Instalments of sales of land	697 0 0
(c) Premia on lease	7,139 5 4
(d) Outstanding rent	407 10 8
(e) Outstanding scaffolding fee	37 10 0
(f) Advances—	
(i) Advances to capital	67,86,418 8 11
(ii) Other advances	6,12,856 9 3
3. (a) Paper securities	22,15,500 0 0
(b) Treasury Bills	20,31,750 0 0
(c) Outstanding Municipal contribution	9,04,022 8 7
4. Investments in Banks	7,00,000 0 0
5. Cash—	
(a) In Bank	6,024 4 1
(b) With Cashier	10,852 4 3
(c) With Rent Collectors...	2,099 2 0
(d) Petty Cash Imprests	500 0 0
Total ...	2,50,66,448 0 0

Statement showing the quantity of Salt in Bonded Warehouses and afloat on the river Hooghly on the 31st day of July 1919, and transactions during the half-month from the 16th to the 31st July 1919.

Description of Salt.	In Sulkea Government golas.	Quantity afloat.	Total.	Transactions during half-month from the 16th to the 31st July 1919, inclusive.			
				Quantity on which duty has been paid.	Manifested quantity arrived in the port of Calcutta.	Deliveries from ship-board for consumption and for inland bonded warehouses.	Deliveries from bonded warehouses for consumption and for inland bonded warehouses.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
United Kingdom—							
Liverpool and other Panga salt.	73,367	...	73,367	86,550	26,114	6,050	42,018
Other European countries—							
Spanish salt	16,638	...	16,638	4,994	...	...	3,814
Hamburg and Bremen rock salt.	...	...	...	...	...	...	...
Port Said salt ...	100,561	...	100,561	164,025	1,672	...	92,965
Aden and Red Sea—							
Aden salt	83,504	...	83,504	28,882	220	3,250	72,688
Salif salt	...	...	...	...	...	...	...
Salif rock salt	...	...	...	...	...	...	...
Rawayah salt	...	...	...	...	...	...	...
Massawah salt ...	121,626	...	121,626	149,068*	202,147	86,245	54,872
Muscat and Persian Gulf—							
Muscat, Lingah and Hanjam salt.	...	...	...	...	...	...	...
Ditto ditto rock salt.	...	...	...	...	...	...	...
British India—							
Bombay salt	19,265	...	19,265	...	...	...	300
Madras salt	...	...	...	...	...	...	...
Coconada salt	...	...	...	...	...	...	...
Vizagapatam salt ...	...	...	...	...	...	...	...
Total ...	414,961	...	414,961	433,519	230,153	95,545	266,657

* 92 maunds were passed free for ship's stores.

Written off during the half-month—

			Mds.
Wastage in Sulkea golas	...	...	105
Abandoned and destroyed	...	...	144

S. C. SATYAWADI,

Asst. Collector of Customs for Imports.

CALCUTTA CUSTOM HOUSE, *the 6th August 1919.*

REGISTERED No. C 207. No. 34 of 1919.

CALCUTTA

The Calcutta Gazette

WEDNESDAY, AUGUST 20, 1919.

CONTENTS.

	Page.
PART I.—Orders and Notifications by the Governor of Bengal, the Governor of Bengal in Council, the High Court, Government Treasury, etc.	1293—1320
PART IA.—Orders and Notifications by the Government of India	625—635
PART IB.—Orders by the Governor of Bengal in Council	183—184
PART IC.—Educational Notices	829—836
PART II.—Advertisements	819—893
PART III.—Acts of the Bengal Legislative Council	*Nil*
PART IV.—Bills introduced in the Bengal Legislative Council, Reports of Select Committees presented or to be presented to that Council, and Bills published before introduction in that Council—	
A Bill to consolidate and amend the law relating to the prevention of cruelty to animals in Calcutta	159—172
PART IVA.—Proceedings of the Bengal Legislative Council	*Nil*
PART V.—Acts of the Governor-General's Council assented to by the Governor-General	*Nil*
PART VI.—Bills introduced in the Legislative Council of the Governor-General, and Bills published before introduction in that Council	*Nil*
APPENDIX.—Notices to Mariners	407—412
APPENDIX.—Bengal Library, Catalogue of Books registered in the Presidency of Bengal during the quarter ending the 31st March 1919 ...	1—168
SUPPLEMENT No. 34—	
Report on Famine in the district of Bankura for the week ending 9th August 1919	913
Constitution of a permanent Committee under rule 3 of the rules issued under the Muhammadan Marriage Registration Act, I of 1876	914
Resolution on the Annual Reports of the Veterinary College and of the Civil Veterinary Department, Bengal, for the year 1918-19	915—916
Report on the working of the Shipping Offices in Bengal for the year 1918-19	917—922
Monthly Weather and Crop Report of Bengal for July 1919	923
Weather and Crop Report—List of prices—Daily rainfall—Daily gauge readings—Weekly gauge readings	924—944
Income-tax Statistics for 1918-19 ...	945

PART I.

Orders and Notifications by the Governor of Bengal, the Governor of Bengal in Council, the High Court, Government Treasury, etc.

ORDERS BY THE GOVERNOR OF BENGAL.

Tour Programme of HIS EXCELLENCY THE GOVERNOR OF BENGAL during August and September 1919.

Date and day.	Standard time.	Station.	Remarks.
August.	HOURS.		
21st, Thursday ...	16-30	Leave Dacca ...	By *Rhotas.*
	21-30	Arrive Chandpur.	
	22-15	Leave Chandpur ...	By special train.

Date and day.	Standard time.	Station.	Remarks.
August.	HOURS.		
22nd, Friday ...	4-28	Arrive Akhaura.	
	6-54	Leave Akhaura ...	By motor.
	7-34	Arrive Agartala.	
23rd, Saturday ...	13-15	Leave Agartala.	
	13-55	Arrive Akhaura.	
	14-0	Leave Akhaura ...	By special train.
24th, Sunday ...	...	*En route.*	
25th, Monday ..	0-5	Arrive Gauhati ...	His Excellency will sleep in train.
	8-0	Leave Gauhati ...	By motor.
	13-0	Arrive Shillong.	
26th, Tuesday and 27th, Wednesday.	...	Halt at Shillong.	
28th, Thursday ...	8-0	Leave Shillong ...	By motor.
	12-45	Arrive Gauhati.	
	13-0	Leave Gauhati ...	By *Rhotas.*
29th, Friday ...	17-0	Arrive Serajganj.	
30th, Saturday ...	10-30	Leave Serajganj.	
	17-15	Arrive Goalundo.	
	17-20	Leave Goalundo ...	By special train.
	17-45	Arrive Rajbari.	
	18-30	Leave Rajbari ...	By special train.
	19-0	Arrive Goalundo.	
	21-15	Leave Goalundo ...	By special train.
31st, Sunday ...	7-0	Arrive Calcutta.	
September.			
1st, Monday to 6th, Saturday.	...	Halt at Calcutta.	
7th, Sunday ...	16-0	Leave Calcutta.	
8th, Monday ...	12-55	Arrive Darjeeling.	

NOTE.—(1) The party accompanying His Excellency will be—

The Hon'ble Mr. J. H. Kerr, C.S.I., C.I.E., I.C.S., Chief Secretary (Agartala and Serajganj only).

Mr. H. R. Wilkinson, I.C.S., Private Secretary.

Captain E. A. Haskett-Smith, Acting Military Secretary.

Major J. D. Sandes, I.M.S., Surgeon.*

Captain R. W. Hyde, Aide-de-Camp.†

Captain C. B. Lyon, Aide-de-Camp.†

(2) All letters and telegrams should be addressed to Governor's Camp, Bengal, *without the addition of the name of any post town.*

(3) All arrivals and departures will be private.

(4) The timings of the river portion of the tour are approximate.

* Will not go to Shillong.

† Will not go to Agartala and Shillong.

E. A. HASKETT-SMITH, CAPTAIN,
Acting Military Secretary
to H. E. the Governor of Bengal.

GOVERNMENT HOUSE,
DACCA:
2nd August 1919.

NOTIFICATION.

No. 1212L., dated Calcutta, the 16th August 1919.—In exercise of the power conferred by section 75, sub-section (*1*) of the Government of India Act, 1915 (5 & 6 Geo. 5, c. 61), His Excellency the Governor is pleased to appoint Wednesday, the 3rd September 1919, at 11 A.M., as the time, and the Council Chamber in Government House, Calcutta, as the place, for a meeting of the Bengal Legislative Council.

By order of the Governor in Council,

A. M. HUTCHISON,
Secy. to the Govt. of Bengal and Secy. to the Bengal Legislative Council (offg.).

ORDERS BY THE GOVERNOR OF BENGAL IN COUNCIL.

No. 4564A.

APPOINTMENTS AND TRANSFERS.

GENERAL.—*No. 1731A.D.—The 12th August 1919.*—Rai Jogendra Kumar Ghosh Bahadur, Magistrate and Collector, Nadia, is appointed substantively *pro tempore* to the second grade of Magistrates and Collectors, with effect from the 11th May 1919.

Nadia.

No. 1746A.D.—The 13th August 1919.—Babu Phakir Chandra Chatarji, Deputy Magistrate and Deputy Collector, Hooghly, is transferred to the headquarters station of the Howrah district and is appointed to have charge of the Sadar subdivision of that district.

Hooghly.
Howrah.

No. 1748A.D.—The 13th August 1919.—Mr. A. P. Peters, Deputy Magistrate and Deputy Collector, Howrah, is transferred to the headquarters station of the 24-Parganas district.

Howrah.
24-Parganas.

No. 1828A.D.—The 16th August 1919.—Babu Jatindra Kumar Biswas, Deputy Magistrate and Deputy Collector, Netrakona, Mymensingh, is transferred to the headquarters station of the Jessore district.

Mymensingh Jessore.

No. 1831A.D.—The 16th August 1919.—Babu Niranjan Ray, Deputy Magistrate and Deputy Collector, on leave, is appointed to have charge of the Netrakona subdivision of the Mymensingh district.

Mymensingh.

PROMOTIONS.

GENERAL.—*No. 1819A.D.—The 16th August 1919.*—The following acting appointments are sanctioned in the second grade of District and Sessions Judges :—

Mr. Baidya Nath Ghatak, with effect from the 2nd July 1919, *vice* the Hon'ble Mr. A. Mellor, I.C.S., on leave, until further orders.

Mr. J. Johnston, I.C.S., from the 16th July 1919 to the 26th July 1919, inclusive, and again from the 1st August 1919 until further orders.

Mr. Purna Chandra Basu, from the 16th July 1919 to the 26th July 1919, inclusive, and again from the 1st August 1919 until further orders.

Mr. Ashutosh Gupta, from the 5th August 1919 to the 11th August 1919, inclusive.

CONFIRMATION.

GENERAL.—*No. 1769A.D.—The 15th August 1919.*—Mr. Kedar Nath Chaudhuri, Officiating District and Sessions Judge, third grade, is confirmed in that grade, with effect from the 1st August 1919, *vice* Mr. Debendra Prasad Bagchi, retired.

LEAVE.

GENERAL.—*No. 1728A.D.—The 12th August 1919.*—Babu Mani Mohan Ghosh, Deputy Magistrate and Deputy Collector, Dinajpur, is allowed leave for eighteen days, under article 260 of the Civil Service Regulations, with effect from the 10th September 1919.

Dinajpur.

No. 1761A.D.—The 14th August 1919.—Mr. D. L. Vaughan-Stevens, I.C.S., is allowed combined leave for six months, viz., privilege leave, under article 260 of the Civil Service Regulations, for three months, with effect from the 16th May 1919, additional privilege leave for one month and two days, under the Government of India, Finance Department order No. 168C.S.R., dated the 24th February 1919, and special leave for the remaining period under article 316 of the Regulations.

POLICE.—*No. 1739A.D.—The 14th August 1919.*—Major H. Chamney, C.M.G., Principal, Police Training College, Sarda, is allowed combined leave for six months, viz., privilege leave, under article 260 of the Civil Service Regulations, for three months, with effect from the 13th August 1919, and special leave for the remaining period under article 316 of the Regulations and clause (4) of the Government of India, Finance Department, Resolution No. 16C.S.R., dated 9th January 1919.

J. H. KERR,
Chief Secy. to the Govt. of Bengal.

NOTIFICATION.

No. 1736A.D.—The 12th August 1919.—The officers, named below, who have passed an examination in the Maghi language in accordance with the rules laid down in Appendix VI to the Rules for the Departmental Examination of Assistant Magistrates and others, dated the 14th September 1912, are each authorized to draw the prescribed reward of Rs. 1,000 only :—

Babu Manoranjan Maitra, Deputy Magistrate and Deputy Collector.
Mr. R. W. A. Ashe, ditto ditto.

J. H. KERR,
Chief Secy. to the Govt. of Bengal.

REVENUE DEPARTMENT.

NOTIFICATIONS.

No. 6573 L.R.—The 13th August 1919.—Under section 4 of the Bengal Survey Act, 1875 (Act V of 1875), Mr. C. A. O'Donel, Extra Assistant Superintendent, Survey of India, is appointed to be an Assistant Superintendent for the purposes of carrying out the survey directed to be made, under Government notification No. 1595 T.—R., dated the 1st October 1917, in the districts of Nadia, 24-Parganas, Hooghly, Burdwan and Murshidabad.

Nadia. 24-Parganas. Hooghly. Burdwan. Murshidabad.

No. 6645 L.R.—The 15th August 1919.—Babu Kshetra Mohan Mukharji, Deputy Collector, employed as an Assistant Settlement Officer in the district of Rajshahi, is allowed leave, under article 260 of the Civil Service Regulations, for twenty-seven days, with effect from the 1st September 1919.

Rajshahi.

No. 6661 L.R.—The 16th August 1919—Babu Madhu Sudan Ray, Munsif, employed as an Assistant Settlement Officer in the district of Rajshahi, is allowed privilege leave for one month, under articles 260 and 275 of the Civil Service Regulations, with effect from the 1st July 1919.

Rajshahi.

No. 6666 L.R.—The 16th August 1919.—Babu Surendra Nath Banarji (No. II), Deputy Collector, employed as an Assistant Settlement Officer in the district of Bankura, is allowed leave, under article 260 of the Civil Service Regulations, for twenty-nine days, with effect from the 30th August 1919.

Bankura.

M. C. MCALPIN,
Secy. to the Govt. of Bengal.

DECLARATION.

No. 6575 L.A.—The 13th August 1919.—Whereas it appears to the Governor in Council that additional land is required to be taken by Government at the public expense for a public purpose, viz., for the Chatmohar Post Office in the village of Chatmohar Baisvapara, pargana Sonabazu, zilla Pabna, it is hereby declared that for the above purpose two pieces of land altogether measuring, more or less, ·0763 of an acre, bounded on the—

Pabna.

PLOT A:

North—By the land of Rasha Raj Kundoo,
East—By homestead of M. N. Kundoo,
South—By the shop of Tarak Nath Kundoo,
West—By previously acquired land for Chatmohar Post Office;

PLOT C:

North and East—By previously acquired land for Chatmohar Post Office,
South—By footpath,
West—By the land of Rasha Raj Kundoo,

are required within the aforesaid village of Chatmohar Baisvapara

This declaration is made under the provisions of section 6 of Act I of 1894, to all whom it may concern.

A plan of the land may be inspected in the office of the Collector of Pabna.

M. C. MCALPIN,
Secy. to the Govt. of Bengal.

DECLARATION.

24-Parganas.

No. 6642L.A.—The 15th August 1919.—Whereas it appears to the Governor in Council that land is required to be taken by Government at the expense of the Corporation of Calcutta for a public purpose, viz., for the development of the area on the south of the proposed Shambazar Park, in the village of Ultadingi, pargana Dihi Panchannagram, zilla 24-Parganas, it is hereby declared that for the above purpose a piece of land measuring, more or less, 9·9061 acres, bounded on the—

North—By municipal land, Government Khas khamar land, premises Nos. 39-2-1, 39-2 and 39-1, Canal West Road, Halsibagan Lane and municipal land,

East—By Government Khas khamar land, Canal West Road, premises Nos. 39-4, 39-2-1, 39-2 and 39-1, Canal West Road, Canal West Road, remaining portion of premises No. 45, Ultadingi Road, Municipal Pail Depôt and Halsibagan Lane,

South—By Government Khas khamar land, premises Nos. 39-4 and 39-2-1, Canal West Road, passage leading to premises No. 45, Ultadingi Road, remaining portion of premises No. 45, Ultadingi Road, Ultadingi Road, Municipal Pail Depôt, Halsibagan Lane, and lot No. 17, municipal surplus land,

West—By Government Khas khamar land, lots Nos. 15, 14 and 13, municipal surplus land, Municipal Pail Depôt, Raja Dinendra Street, Halsibagan Lane, Raja Dinendra Street and municipal land,

is required within the aforesaid village of Ultadingi.

This declaration is made, under the provisions of section 6 of Act I of 1894, to all whom it may concern.

A plan of the land may be inspected in the office of the Land Acquisition Collector, 2 Commercial Buildings, Calcutta.

M. C. MCALPIN,
Secy. to the Govt. of Bengal.

DECLARATION.

Burdwan.

No. 6651L.A.—The 16th August 1919.—Whereas it appears to the Governor in Council that extra land is required to be taken by Government at the expense of the Bengal-Nagpur Railway Company for a public purpose, viz., for a brick-field siding for the Indian Iron and Steel Company, off Radhanagar branch, in the village of Chaprad, pargana Shergarh, zilla Burdwan, it is hereby declared that for the above purpose a piece of land measuring, more or less, 0·57 of an acre, bounded on the—

North—By the lands of the Bengal-Nagpur Railway Company and Kali Pada Chatterji,

East—By the land of the Bengal-Nagpur Railway Company,

South—By the land of Kali Pada Chatterji,

West—By the land of Kali Pada Chatterji and a village road from Chaprad to the fields,

is required within the aforesaid village of Chaprad.

Mines of coal, iron-stone, slate or other minerals lying under the land, or any particular portion of the land, except only such parts of the mines and minerals as it may be necessary to dig, or carry away, or use, in the construction of the work for the purpose of which the land is being acquired, are not needed.

This declaration is made, under the provisions of section 6, Act I of 1894, and section 3, clause (*1*), Act XVIII of 1885, to all whom it may concern.

A plan of the land may be inspected in the office of the Special Land Acquisition Deputy Collector, Burdwan, as well as in that of the District Engineer, Bengal-Nagpur Railway, Adra.

M. C. MCALPIN,
Secy. to the Govt. of Bengal.

DECLARATION.

Dacca.

No. 6654L.A.—The 16th August 1919.—Whereas it appears to the Governor in Council that land is required to be taken by Government at the expense of the Dacca Municipality for a public purpose, viz., for the improvement of the road from Bangsal to Md. Yousuff road, in the mahalla of Bangsal, pargana Jahangirnagar, zilla Dacca, it is hereby declared that for the above purpose a piece of land measuring, more or less, ·161 of an acre bounded on the—

North, West and South—By the municipal *nikash*,
East—By the Bangsal to Md. Yousuff road,

is required within the aforesaid mahalla of Bangsal.

This declaration is made, under the provisions of section 6 of Act I of 1894, to all whom it may concern.

A plan of the land may be inspected in the office of the Collector of Dacca.

M. C. MCALPIN,
Secy. to the Govt. of Bengal.

DECLARATION.

24-Parganas.

No. 6685L.A.—The 19th August 1919.—Whereas is appears to the Governor in Council that land is required to be taken by Government at the expense of the Corporation of Calcutta for a public purpose, viz., for a bathing platform at No. 41 Ekbalpore Lane, in the village of Mominpore, pargana Magura, zilla 24-Parganas, it is hereby declared that for the above purpose a piece of land measuring, more or less, ·0258 of an acre, bounded on the—

North—By Ekbalpore Lane,
East, South and West—By the remaining portion of premises No. 41, Ekbalpore Lane,

is required within the aforesaid village of Mominpore.

This declaration is made, under the provisions of section 6 of Act I of 1894, to all whom it may concern.

A plan of the land may be inspected in the office of the Land Acquisition Collector, No. 2, Commercial Buildings, Calcutta.

M. C. MCALPIN,
Secy. to the Govt. of Bengal.

DECLARATION.

Howrah.

No. 6688L.A.—The 19th August 1919.—Whereas it appears to the Governor in Council that land is required to be taken by Government at the expense of the Howrah Municipality for a public purpose, viz., for the proposed infectious diseases hospital at Brindaban Mallick Lane, in the village of Bantra, pargana Boro, zilla Howrah, it is hereby declared that for the above purpose a piece of land measuring, more or less, 1·47 acres, bounded on the—

North—By the land of Hira Lall Manna,
East—By Brindaban Mallick Lane,
South—By the land of Bejoy Krishna Mukerjee, Upendra Nath Barui, Hira Lal Bhadar and Amulya Krishna Mukerjee,
West—By the municipal kutcha drain and land of Bejoy Krishna Mukerjee and Hari Charan Mukerjee,

is required within the aforesaid village of Bantra.

This declaration is made, under the provisions of section 6 of Act I of 1894, to all whom it may concern.

A plan of the land may be inspected in the office of the Covenanted Deputy Collector of Howrah.

M. C. MCALPIN,
Secy. to the Govt. of Bengal.

DECLARATION.

Calcutta.

No. 6691L.A.—The 19th August 1919.—Whereas it appears to the Governor in Council that land is required to be taken by Government at the expense of the Corporation of Calcutta for a public purpose, viz., for improving the Nimtola fire area, in the town of Calcutta, it is hereby declared that for the above purpose three pieces of land altogether measuring, more or less, ·4887 of an acre, bounded on the—

PLOT NO. 1.

North—By Nimtola Ghat Street,
East—By Durmahatta Street and the remaining portion of premises No. 187, Durmahatta Street,
South—By premises No. 188, and the remaining portion of premises No. 187, Durmahatta Street,
West—By the remaining portion of premises No. 62, Strand Road, remaining portion of premises No. 187, Durmahatta Street, and the Strand Road,

PLOT NO. 2.

North—By Nimtola Ghat Street,
East—By premises No. 3, Nimtola Ghat Street,
South—By premises No. 69, Durmahatta Street,
West—By Durmahatta Street,

PLOT NO. 3.

North—By the remaining portions of premises Nos. 26, 27 and 28, Jorabagan Street,
East—By Corporation land,
South—By Jorabagan Street,
West—By Corporation land,

are required within the aforesaid town of Calcutta.

This declaration is made, under the provisions of section 6 of Act I of 1894, to all whom it may concern.

A plan of the land may be inspected in the office of the Land Acquisition Collector, 2, Commercial Buildings, Calcutta.

M. C. MCALPIN,
Secy. to the Govt. of Bengal.

DECLARATION.

Dacca.

No. 6694L.A.—The 19th August 1919.—Whereas it appears to the Governor in Council that land is required to be taken by Government at the expense of the Dacca Municipality for a public purpose, viz, for widening a portion of methor's passage at Purana Mogultuly, in the mahalla of Purana Mogultuly, pargana Jahangirnagar, zilla Dacca, it is hereby declared that for the above purpose four pieces of land altogether measuring, more or less, ·026 of an acre bounded on the—

PLOT NO. I:

North—By the remaining portion of the homestead land of Gakul Chandra Basak and others,
East—By the drain,
South—By the methor's passage,
West—By the Purana Mogultuly lane;

PLOT NO. II:

North and East—By the methor's passage,
South and West—By the remaining portion of the house of Kunja Lal Basak and Kunja Lal Karmakar.

PLOT NO. III:

North—By the public *nikash* and remaining portion of the house of Jiten Dhupi,
East—By the remaining portion of the house of Jiten Dhupi,
South—By the house of Radhika Mohan Basak, remaining portion of the house of Gour Gopal Goswami and plot No. IV belonging to Gour Gopal Goswami,
West—By the public *nikash*,

PLOT NO. IV:

North—By the public *nikash* and plot No. III belonging to Jiten Dhupi,
East—By the privy of Gour Gopal Goswami,
South and West—By the remaining portion of the house of Gour Gopal Goswami,

are required within the aforesaid mahalla of Purana Mogultuly.

This declaration is made, under the provisions of section 6 of Act I of 1894, to all whom it may concern.

A plan of the land may be inspected in the office of the Collector of Dacca.

M. C. MCALPIN,
Secy. to the Govt. of Bengal.

DECLARATION.

Hooghly.

No. 6697L.A.—The 19th August 1919.—Whereas it appears to the Governor in Council that land is required to be taken by Government at the expense of the Rishra-Konnagar Municipality for a public purpose, viz. for widening Theatre Lane, in the village of Konnagar, pargana Boro, zilla Hooghly, it is hereby declared that for the above purpose a piece of land, measuring, more or less, ·018 of an acre, bounded on the—

North and West—By Theatre Lane,
East—By the tank of Ambika Charan Smritiratna,
South—By a municipal drain,

is required within the aforesaid village of Konnagar.

This declaration is made, under the provisions of section 6 of Act I of 1894, to all whom it may concern.

A plan of the land may be inspected in the office of the Collector of Hooghly.

M. C. MCALPIN,
Secy. to the Govt. of Bengal.

DECLARATION.

Hooghly.

No. 6700L.A.—The 19th August 1919.—Whereas it appears to the Governor in Council that land is required to be taken by Government at the expense of the Rishra-Konnagore Municipality for a public purpose, viz., for the diversion of the drain from off the tank of Ramanath Haur, in the village of Rishra, pargana Boro, zilla Hooghly, it is hereby declared that for the above purpose a piece of land measuring, more or less, ·044 of an acre, bounded on the—

North—By municipal drain and the tank of Ramanath Haur,
East—By the tank of Ramanath Haur, the house of Brojendralal Ghosal and municipal drain,
South—By the land of Anukul Chandra Haur and Krishna Chandra Haur,
West—By the lands of Ramanath Haur, Kapilmany Deby, Anukul Chandra Haur and Krishna Chandra Haur,

is required within the aforesaid village of Rishra.

This declaration is made, under the provisions of section 6 of Act I of 1894, to all whom it may concern.

A plan of the land may be inspected in the office of the Collector of Hooghly.

M. C. MCALPIN,
Secy. to the Govt. of Bengal.

DECLARATION.

24-Parganas.

No. 6708L.A.—The 19th August 1919.—Whereas it appears to the Governor in Council that land is required to be taken by Government at the expense of the Corporation of Calcutta for a public purpose, viz., for the construction of a 40-feet road connecting Mominpore Lane and Remount Road, in the village of Mominpore, pargana Magura, zilla 24-Parganas, it is hereby declared that for the above purpose two pieces of land altogether measuring, more or less, ·6446 of an acre, bounded on the—

PLOT I:

North—By Mominpore Lane,
East—By the remaining portion of premises Nos. 30, 31, 32-1. Mominpore Lane,
South—By a passage,
West—By Dalu Serkar Lane,

PLOT II:

North—By Corporation land,
East—By Dalu Serkar Lane,
South—By the Port Commissioners' land,
West—By the remaining portion of premises Nos. 25 and 25-1, Dalu Serkar Lane,

are required within the aforesaid village of Mominpore.

This declaration is made, under the provisions of section 6 of Act I of 1894, to all whom it may concern.

A plan of the land may be inspected in the office of the Land Acquisition Collector, No. 2, Commercial Buildings, Calcutta.

M. C. MCALPIN,
Secy. to the Govt. of Bengal.

DECLARATION.

Howrah.

No 6711L.A.—The 19th August 1919.—Whereas it appears to the Governor in Council that land is required to be taken by Government at the expense of the Howrah Municipality for a public purpose, viz., for widening Nilmoni Mullick Lane, in the village of Howrah, pargana Boro, zilla Howrah, it is hereby declared that for the above purpose a piece of land measuring, more or less, ·02 of an acre, bounded on the—

North, East and West—By Nilmoni Mullick Lane,
South—By the lands of Babu Baranasi Ch. Banerjee, Haripada Das and Gosai Das Hazrah,

is required within the aforesaid village of Howrah.

This declaration is made, under the provisions of section 6 of Act I of 1894, to all whom it may concern.

A plan of the land may be inspected in the office of the Collector of Howrah.

M. C. MCALPIN,
Secy. to the Govt. of Bengal.

DECLARATION.

No. 6714L.A.—The 19th August 1919.—Whereas it appears to the Governor in Council that land is required to the taken by Government at the expense of the District Board of Mymensingh for a public purpose, viz., for the construction of a tank in the village of Dighirpar (Muchipara), pargana Top Hazradi, zilla Mymensingh, it is hereby declared that for the above purpose a piece of land measuring, more or less, ·850 of an acre, bounded on the—

Mymensingh.

North—By the lands of Bideshi Rishi, Joy Gobinda Sil and Manik Rishi,
East—By the lands of Iswar Shaha,
South—By the *halat*, and the lands of Bechu Ram Rishi and Manik Rishi,
West—By the lands of Bideshi Rishi,

is required within the aforesaid village of Dighirpar (Muchipara).

This declaration is made, under the provisions of section 6 of Act I of 1894, to all whom it may concern.

A plan of the land may be inspected in the office of the Collector of Mymensingh.

M. C. MCALPIN,
Secy. to the Govt. of Bengal.

DECLARATION.

No. 6741L.A.—The 19th August 1919.—Whereas it appears to the Governor in Council that land is required to be taken by Government at the public expense for a public purpose, viz., for the construction of buildings for residential quarters and office of the Special Officer in charge of Co-operative Societies in the Rajshahi Division, in the village of Naugaon, pargana Barbakpur, zilla Rajshahi, it is hereby declared that for the above purpose a piece of land measuring, more or less, 2·53 acres, bounded on the—

Rajshahi.

North—By the land owned by Kutabdi Mondal, Yusof Kazi and Abdul Mondal,
East—By the land possessed by Kailash Nunia and Profulla Biswas.
South—By District Board road,
West—By the land owned by Profulla Kumar Moulik, Panja Saha and trenching ground,

is required within the aforesaid village of Naugaon.

This declaration is made, under the provisions of section 6 of Act I of 1894, to all whom it may concern.

A plan of the land may be inspected in the office of the Subdivisional Officer of Naugaon.

M. C. MCALPIN,
Secy. to the Govt. of Bengal.

ERRATA.

No. 6580L.A.—The 13th August 1919.—In declaration No. 8812L.A., dated the 23rd November 1918, published at pages 1633-34, part I of the *Calcutta Gazette* of the 27th idem, regarding the acquisition of land required for the new district headquarters at Jamalpur, *read* "394·552 acres" *for* "374·027 acres" in line 7 and *insert* "Line Jamalpur" *after* "Singhjani" in line 5.

Mymensingh.

No. 6682L.A.—The 19th August 1919.—In line 7 of declaration No. 5196L.A., dated the 24th June 1919, published at pages 1013-14 of the *Calcutta Gazette* of the 25th idem, regarding the acquisition of the land required by the Corporation of Calcutta for the diversion of main nikashi drain in the village of Ballygunj, pargana Dihi Panchannagram, zilla 24-Parganas, *for* "·0209" *read* "·0299."

24-Parganas.

M. C. MCALPIN,
Secy to the Govt. of Bengal.

REGISTRATION.

NOTIFICATION.

No. 1045 T.R.—The 11th August 1919.—In the rules regarding the special test of Sub-Registrars for district sub-registrarships published under notification No. 852-Regn., dated the 19th January 1915, at page 134 of part I of the *Calcutta Gazette* of the 27th idem, *substitute* the following as revised rule 2 :—

"2. District Sub-Registrars are ordinarily recruited from the most efficient and senior Sub-Registrars in the province, though vacancies in the rank of District Sub-Registrars for periods not exceeding six weeks are usually filled by selection on this principle from among the Sub-Registrars posted in the district. In each case, however, where other considerations are practically equal, the officer who has passed the special test will have preference."

M. C. MCALPIN,
Secy. to the Govt. of Bengal.

GENERAL DEPARTMENT.

NOTIFICATIONS.

Rajshahi.

No. 1361Edn.—The 13th August 1919.—Dr. Panchanan Neogi, Professor Rajshahi College, in class IV of the Provincial Educational Service, is appointed to act as Principal of that college on the pay of his own grade, during the absence, on deputation, of Rai Kumudini Kanta Banarji Bahadur, or until further orders.

Presy. Divn.

No. 1367Edn.—The 16th August 1919.—The Hon'ble Mr. T. O. D. Dunn, officiating Director of Public Instruction, Bengal, is appointed substantively to the post of Inspector of Schools, Presidency Division, with effect from the 14th May 1919, but he will continue to act as Director of Public Instruction, Bengal, *vice* Mr. W. W. Hornell, on leave.

Burdwan Divn.

No 1369Edn.—The 16th August 1919.—Rai Pramada Kumar Basu Bahadur, officiating Inspector of Schools, Burdwan Division, is confirmed in that post, with effect from the 14th May 1919, *vice* the Hon'ble Mr. T. O. D. Dunn, transferred.

No. 239Eccl.—The 15th August 1919.—The following notification of the Government of India, Department of Education, is republished for general information :—

No. 332, dated Simla, the 5th August 1919.

NOTIFICATION—By the Government of India, Department of Education (Ecclesiastical).

THE Reverend Andrew Warren, B.A., a temporary chaplain on the Indian Ecclesiastical Establishment, Church of Scotland, is permitted to resign the service, with effect from the date on which he relinquishes charge of his duties.

S. W. GOODE,
Offg. Secy. to the Govt. of Bengal.

FINANCIAL DEPARTMENT.

NOTIFICATIONS.

No. 2399S.R.—The 14th August 1919.—Mr. K. Shempa, Superintendent of Excise and Salt, is allowed leave for one month, viz., privilege leave for twenty-three days, under article 260 of the Civil Service Regulations, and additional privilege leave for the remaining period, under the Government of India, Finance Department, order No. 168C.S.R., dated the 24th February 1919, in extension of the leave granted to him under the orders of the 15th April 1919.

No. 2418S.R.—The 16th August 1919.—In exercise of the power conferred by section 27 of the Bengal Excise Act, 1909 (Bengal Act V of 1909), as amended by the Bengal Excise (Amendment) Act, 1914 (Bengal Act VII of 1914), read with section 22 of the Bengal General Clauses Act, 1899 (Bengal Act I of 1899), the Governor in Council is pleased to make, with effect from the 1st September 1919, the following amendments in the table contained in paragraph 26 of Notification No. 596S.R., dated the 30th March 1915, as subsequently amended :—

For the entries relating to Burdwan in the second, third and fourth columns of the said table *substitute* the following :—

District.	Area.		Rate of duty per Imperial gallon. Rs.	A.	P.
Burdwan ...	Asansol subdivision ...	25° U.P.	6	12	0
		55° U.P.	4	1	0
	Sadar subdivision except thanas Raina and Khandkosh ...	25° U.P.	6	1	6
		50° U.P.	4	2	0
	Thanas Raina and Khandkosh ...	25° U.P.	3	12	0
		50° U.P.	2	8	0
	Kalna and Katwa subdivisions ...	25° U.P.	6	7	0
		50° U.P.	4	0	6

No. 2419S.R.—The 16th August 1919.—In exercise of the powers conferred by section 86 of the Bengal Excise Act, 1909 (Bengal Act V of 1909), as amended by the Bengal Excise (Amendment) Act, 1914 (Bengal Act VII of 1914), read with section 22 of the Bengal General Clauses Act, 1899 (Bengal Act I of 1899), the Governor in Council is pleased to make, with effect from the 1st September 1919, the following amendments in the table contained in paragraph 245 of Notification No. 601S.R., dated the 30th March 1915, as subsequently amended :—

For the entries relating to Burdwan in the second, third, fourth and fifth columns of the said table *substitute* the following :—

District.	Area.	Strength fixed for sale.	Prices per imperial gallon, in excess of which sale shall not be made. Rs.	A.	P.
Burdwan ...	Asansol subdivision ...	25° U.P.	10	8	0
		55° U.P.	5	13	6
	Sadar subdivision except thanas Raina and Khandkosh ...	25° U.P.	10	8	0
		50° U.P.	6	2	0
	Thanas Raina and Khandkosh ...	25° U.P.	8	2	6
		50° U.P.	4	8	0
	Kalna and Katwa subdivisions ...	25° U.P.	11	8	0
		50° U.P.	6	10	6

Burdwan. Asansol.

No. 2420S.R.—The 16th August 1919.—In exercise of the powers conferred by clauses (*1*), (*2*) and (*9*) of section 86 of the Bengal Excise Act, 1909 (Bengal Act V of 1909), as amended by the Bengal Excise (Amendment) Act, 1914 (Bengal Act, VII of 1914), the Governor in Council is pleased to make, with effect from the 1st September 1919, the following rules for regulating the manufacture and sale of *pachwai* in the Asansol subdivision of the district of Burdwan, namely :—

Rules.

1. *Pachwai* shall be manufactured from rice by the licensed vendors only in the licensed premises.

2. The licensed vendors of *pachwai* shall only use vessels or receptacles of uniform size for the fermentation of rice, and the capacity and weight of all such vessels and receptacles shall be marked legibly on each. The quantity of rice to be used for the manufacture of *pachwai* shall be five seers for each vessel or receptacle. In order to prepare diluted from undiluted *pachwai*, the water to be added shall be exactly 7 gallons for each vessel or receptacle. The water to be added for all boiling or steaming and mixing operations shall be free from any impurity.

3. All operations connected with the setting up of rice for fermentation must be completed by 12-30 P.M., and the quantity of rice set up for fermentation shall be noted in the vendor's account book by 1 P.M.

4. *Pachwai* shall be sold by the vendors thereof at the rate of Rs. 16 for each vessel or receptacle and at no other rate.

5. The licensed vendors shall keep the licensed premises in such proper sanitary condition as the Collector or the Superintendent of Excise may from time to time direct.

Midnapore. Dacca.

No. 201T.-S.R.—The 15th August 1919.—Mr. R. N. Thorpe, Superintendent of Excise and Salt, Midnapore, is transferred to Calcutta, *vice* Rai Sharat Kumar Raha Bahadur, appointed to act as Deputy Commissioner of Excise and Salt, Dacca.

C. F. PAYNE,
Secy. to the Govt. of Bengal.

ERRATUM.

No. 2407S.R.—The 15th August 1919.—In Notification No. 2261S.R., dated the 4th July 1919, published at page 1216, Part I of the *Calcutta Gazette* of the 6th August 1919, *for* "4th July 1919" *read* "4th August 1919".

C. F. PAYNE,
Secy. to the Govt. of Bengal.

COMMERCE DEPARTMENT.

NOTIFICATION.

No. 3446Com.—The 16th July 1919.—Mr. B. M. Das, M.A. (Calcutta). M. Sc. (Leeds). is appointed to be the Superintendent of the Calcutta Research Tannery, with effect from the 1st May 1919.

C. F. PAYNE,
Secy. to the Govt. of Bengal.

JUDICIAL DEPARTMENT.

No. 4565A.

APPOINTMENTS AND TRANSFERS.

No. 1724A.D.—The 12th August 1919.—In exercise of the powers conferred by sections 14 and 15 of the Code of Criminal Procedure, 1898 (Act V of 1898), the Governor in Council is pleased—

24-Parganas.

(*a*) to confer upon Babu Jagat Prasanna Mukharji the powers of a Magistrate of the third class, in the district of the 24-Parganas, for a period of three years from the date of this notification, and

(*b*) to direct him to sit as a member of the Gobardanga bench in the said district.

No 1726A.D.—The 12th August 1919.—In exercise of the powers conferred by sections 14 and 15 of the Code of Criminal Procedure, 1898 (Act V of 1898), the Governor in Council is pleased—

24-Parganas.

(*a*) to confer upon Babu Pramatha Nath Datta the powers of a Magistrate of the third class, in the district of the 24-Parganas, for a period of three years from the date of this notification, and

(*b*) to direct him to sit as a member of the Gobardanga bench in the said district.

No 4545A.—The 15th August 1919.—In exercise of the powers conferred by sections 14 and 15 of the Code of Criminal Procedure, 1898 (Act V of 1898), the Governor in Council is pleased—

Burdwan.

(*a*) to confer upon Babu Raghupati Chatarji the powers of a Magistrate of the third class, in the district of Burdwan, for a period of three years from the date of this notification, and

(*b*) to direct him to sit as a member of the Katwa bench in the said district.

No. 4549A.—The 15th August 1919.—In exercise of the powers conferred by sections 14 and 15 of the Code of Criminal Procedure, 1898 (Act V of 1898), the Governor in Council is pleased—

Faridpur.

(*a*) to confer upon Maulvi Abdul Quadir the powers of a Magistrate of the third class, in the district of Faridpur, for a period of three years from the date of this notification, and

(*b*) to direct him to sit as a member of the Gopalganj bench in the said district.

No. 4553A.—The 16th August 1919.—In exercise of the powers conferred by section 14 of the Code of Criminal Procedure, 1898 (Act V of 1898), the Governor in Council is pleased to confer upon Mr. William Edward Chaplain the powers of a Magistrate of the third class, in the district of Howrah, for a period of three years from the date of this notification, in respect to such cases as may be made over to him and in respect to cases under section 34 of Act V of 1861 occurring within the limits of village Sankrail in the said district.

Howrah.

RESIGNATION.

No. 4551A.—The 16th August 1919.—The Governor in Council accepts the resignation tendered by Mr. W. R. MacEwan of his appointment as an Honorary Magistrate at Sankrail in the district of Howrah.

Howrah.

POWERS.

No. 4547A.—The 15th August 1919.—In exercise of the powers conferred by section 14 of the Code of Criminal Procedure, 1898 (Act V of 1898), the Governor in Council is pleased to confer upon Maulvi Saiyid Abdul Jabbar, an Honorary Magistrate of the Comilla bench, the powers of a Magistrate of the second class, in the district of Tippera, for the period during which he has been directed to sit as a member of the said bench—

Tippera.

(*a*) in respect to cases brought before the said bench, within the limits of the jurisdiction of the said bench, and

(*b*) in respect to such cases as may be made over to him when sitting singly within the limits of the Sadar subdivision of the said district.

J. H. KERR,

Chief Secy. to the Govt. of Bengal.

APPOINTMENTS.

No. 3626J.—The 16th August 1919.—Babu Sarada Prasad Banarji, munsif of Bolpur, in the district of Birbhum, is appointed to act as Subordinate Judge of Tippera, during the absence, on leave, of Babu Kunja Bihari Biswas, or until further orders.

Birbhum
Tippera.

No. 3635J.—The 16th August 1919.—Babu Bimal Chandra Chatarji, munsif of Sherpur, in the district of Mymensingh, on leave, is appointed to be a munsif in the district of Birbhum, to be ordinarily stationed at Bolpur, *vice* Babu Sarada Prasad Banarji. He is also vested with the functions of a district court under section 26, sub-section (*1*) of Act VII of 1889, within the limits of the Bolpur munsifi.

Mymensingh
Birbhum.

LEAVE.

No. 3586J.—The 7th August 1919.—Babu Santosh Sil Banarji, munsif, under orders of transfer to North Raojan, in the district of Chittagong, is allowed leave for nineteen days, under article 271 of the Civil Service Regulations, in extension of the leave granted to him under the orders of the 17th June 1919.

Chittagong.

No. 3623J.—The 16th August 1919.—Babu Kunja Bihari Biswas, Subordinate Judge of Tippera, is allowed combined leave for eight weeks, with effect from the 21st May 1919, viz., privilege leave for six weeks, under article 271, Civil Service Regulations, and leave on medical certificate for the remaining period, under article 336, Civil Service Regulations.

Tippera.

POWERS.

No. 3640J.—The 19th August 1919.—Babu Satish Chandra Chakrabatti, munsif of Barisal, in the district of Bakarganj, is vested with powers to exercise final jurisdiction in the trial of suits for the recovery of rent under section 153 (*b*) of the Bengal Tenancy Act, VIII of 1885.

Bakarganj.

J. F. GRAHAM,

Offg. Secy. to the Govt. of Bengal.

POLITICAL DEPARTMENT.

POLICE.

NOTIFICATIONS.

No. 211P.J.D.—The 11th August 1919.—Maulvi Elamuddin Khan, Sub-Deputy Collector, on leave, is appointed to be Chaukidari Circle Officer and posted to the Jangipur subdivision of the Murshidabad district.

Murshidabad.

No. 2990P.J.—The 16th August 1919.—Maulvi Ahsanulla, Sub-Deputy Collector, on being relieved of his famine relief duties in the district of Bankura, is appointed to be a Chaukidari Circle Officer and is posted to the Arambagh subdivision of the Hooghly district.

Bankura. Hooghly.

J. H. KERR,
Chief Secy. to the Govt. of Bengal.

MARINE DEPARTMENT.

The 14th August 1919.

No. 103-Marine.—The following draft of a notification which, in exercise of the power conferred by section 4 of the Bengal Steam-Boilers and Prime-movers Act, 1879 (Bengal Act III of 1879), as amended by Bengal Act II of 1915, the Governor in Council proposes to issue, is published for the information of persons likely to be affected thereby.

2. The draft will be taken into consideration on or after the 20th September 1919, and any objection or suggestion with regard thereto, which may be received by the undersigned before that date, will be duly considered.

Draft Notification.

In exercise of the power conferred by section 4 of the Bengal Steam-Boilers and Prime-movers Act, 1879 (Bengal Act III of 1879), as amended by Bengal Act, II of 1915, the Governor in Council is pleased to make the following amendment in the rules made under section 4 of the said Act, published under Notification No. 52-Marine, dated the 31st May 1910, at page 704 of Part I of the *Calcutta Gazette* of the 1st June 1910, as subsequently modified, namely:—

For clause (*12*) to rule VII of the said rules *substitute* the following namely:—

"(*12*) to pass, or authorise the President to pass, such orders as they or he may think fit for realising or otherwise disposing of outstandings and for granting refunds when necessary".

F. A. A. COWLEY,
Secy. to the Govt. of Bengal.

SUBORDINATE CIVIL SERVICE.

No. 4566A.

No. 1751A.D.—The 13th August 1919.—Maulvi Nausher 'Ali Khan Yusufji, Sub-Deputy Collector on leave, is posted to the Chittagong Division.

Chittagong Divn.

No. 1771A.D.—The 15th August 1919.—Babu Akshay Kumar Mukharji, Sub-Deputy Collector, is allowed combined leave for one year three months and twenty-two days, viz., privilege leave, under article 260 of the Civil Service Regulations, for seven days, with effect from the date on which he may be relieved of his settlement duties, additional privilege leave for two

months and twenty-three days, under the Government of India, Finance Department order No 168C.S.R., dated the 24th February 1919, and furlough for the remaining period under article 338 of the Civil Service Regulations.

J. H. KERR,
Chief Secy. to the Govt. of Bengal.

REGISTRATION DEPARTMENT.

NOTIFICATIONS.

24-Parganas.

No. 370.—The 15th August 1919.—Sahibzada Sulaiman Shekoh, Sub-Registrar, grade IV, of Alipore, in the district of the 24-Parganas, under orders of transfer to Budge-Budge in the same district, is allowed leave on medical certificate for two days, under article 336 of the Civil Service Regulations, in extension of the leave granted to him in notification No. 60, dated the 11th February 1919.

Noakhali. Bakarganj.

No. 371.—The 15th August 1919.—Babu Kalindra Kumar Mazumdar, Probationer of Noakhali, is appointed to act as Sub-Registrar of Gaurnadi, in the district of Bakarganj, with effect from the afternoon of the 8th August 1919, during the absence, on deputation, of Babu Mukunda Lal Ganguli, to act as District Sub-Registrar of Jessore, or until further orders.

Faridpur.

No. 372.—The 15th August 1919.—Babu Satindra Nath Sen, Sub-Registrar of Gopalganj, in the district of Faridpur, is allowed leave for one month, under article 260 of the Civil Service Regulations, with effect from the 23rd July 1919.

Dacca. Faridpur.

No. 373.—The 15th August 1919.—Babu Manindra Kumar Ganguli, Probationer of Dacca, is appointed to act as Sub-Registrar of Gopalganj, in the district of Faridpur, with effect from the 4th August 1919, during the absence, on leave, of Babu Satindra Nath Sen, or until further orders.

Midnapore.

No. 374.—The 15th August 1919.—Babu Jamini Kanta Bakshi, Sub-Registrar, grade V, of Midnapore, is appointed to act as Sub-Registrar of Egra, in the same district, with effect from the afternoon of the 8th August 1919, during the absence, on leave, of Babu Ashutosh Bakshi, or until further orders.

A. ISLAM,
Inspector-General of Registration, Bengal.

HIGH COURT NOTICES.

NOTIFICATIONS.

CIVIL.

The 12th August 1919.

No. 4643A.—Babu Kshitish Chandra Chatarji, munsif of Munshiganj, in the district of Dacca, is vested with the powers of a judge of a Court of Small Causes for the trial of suits cognizable by such a court up to the value of Rs. 100, within the local limits of the Munshiganj munsifi.

No. 4646A.—Babu Jitendra Kumar Biswas, substantive *pro tempore* munsif of Bankura, is vested with the powers of a judge of a Court of Small Causes for the trial of suits cognizable by such a court up to the value of Rs. 50, within the local limits of the Sadar munsifi of Bankura.

By order of the High Court,
N. G. A. EDGLEY,
Registrar.

IT is ordered with the approval of the Governor-General in Council that the following amendments of the rules contained in Chapters XVII and XXXVI of "the Rules and Orders of the High Court, 1914," be made with effect from the 10th November 1919 :—

That the present table of Attorneys' and Court fees referred to in rules 15 and 17 of Chapter XVII be repealed and in lieu thereof the following be adopted :—

TABLE.

Items.	Attorneys' fees.	Court fees.
	Rs.	
1. Tabular statement including filing ...	11	Rs. 7 and Rs. 2 each Exhibit, if any.
2. Making application	10	
3. Receiving warrant and sealing same ...	2	Rs. 7.
4. Lodging same with Sheriff	1	
5. Where notice is issued under order 21, rule 22, 1(*b*) of the Code obtaining Notice from Court	1	
Getting same sealed	1	
Copy of service	2	Rs. 7.
Service and getting affidavit affirmed ...	5	„ 2.
6. Attending on or writing to client requesting him to point out the person to be arrested or the property to be attached	3	
7. Attending, obtaining and handing money to client (to be allowed in the first warrant but not in any subsequent warrant, except where there has been part payment)	5	
8. Any necessary affidavit	5	Rs. 2.
9. Filing mofussil vernacular decree, where necessary	1	„ 2.
Bespeaking and obtaining translation thereof, where necessary	2	Actual fees for translation.
Stamp on warrant	2	
10. Application for extension of returnable date of warrant where allowed, drawing and engrossing petition ...	6	Rs. 7.
Attending, getting petition affirmed ...	2	
Attending Court obtaining order ...	10	
Attending Court getting date extended ...	1	

That in rule 100 of Chapter XXXVI, the words "one thousand" in the third line be deleted and the words "two thousand and five hundred" be inserted in lieu thereof.

LANCELOT SANDERSON.
JOHN G. WOODROFE.
ASHUTOSH MOOKERJEE.
E. E. FLETCHER.
N. R. CHATTERJEE.
A. CHAUDHURI.
H. WALMSLEY.
W. E. GREAVES.
B. B. NEWBOULD.
SYED SHAMSUL HUDA.
E. PANTON.
A. H. CUMING.
H. P. DUVAL.

HIGH COURT, ORIGINAL JURISDICTION, CALCUTTA, *the 14th August 1919.*

EDUCATION DEPARTMENT, BENGAL.

SUBORDINATE EDUCATIONAL SERVICE.

The 11th August 1919.

No. 156A.—Babu Aswini Kumar Das Gupta, M.A., an assistant master, Barisal Zilla School, in class VII of the Subordinate Educational Service, is allowed extraordinary leave without allowance for six months, under article 339 of the Civil Service Regulations, with effect from the 22nd July 1919.

No. 157A.—Babu Syama Kanta Banerji, M.A., is appointed to act as Assistant Master, Barisal Zilla School, on Rs. 50 a month, in class VIII of the Subordinate Educational Service, with effect from the date on which he joins his appointment, *vice* Babu Aswini Kumar Das Gupta, on leave.

No. 158A.—An exchange of appointments is sanctioned between—

(*a*) Maulvi Zarafatullah Sarkar, Sub-Inspector of Schools, Thakurgaon circle, Dinajpur (class VI, Subordinate Educational Service), and

(*b*) Maulvi Bahadur Ali Khan, Sub-Inspector of Schools, Rayna, Burdwan (class VIII, Subordinate Educational Service).

The 13th August 1919.

No. 159A.—Maulvi Kazemuddin Ahmad, M.A., is appointed to act as Lecturer in Philosophy and Logic, Rajshahi College, and in class IV, Subordinate Educational Service, with effect from the date he joins the appointment, *vice* Babu Nalini Kumar Datta, on leave.

No. 160A.—Babu Kedar Nath Sarkar, son of late Babu Kali Nath Sarkar, is confirmed in his present officiating appointment as Sub-Inspector of Schools, Serajganj, Pabna, and in class VIII, Subordinate Educational Service, with effect from the 7th February 1918, *vice* Babu Jatindra Nath Ray, whose services have been dispensed with.

No. 161A.—Mrs. Santimayee Datta, assistant mistress, Bethune Collegiate School (class VII, Subordinate Educational Service), is granted leave under article 336 of the Civil Service Regulations, for three months, in extension of such leave granted to her under this office orders of the 22nd April 1919.

The acting arrangements already sanctioned will continue.

No. 162A.—Babu Bama Charan Banerji, son of Babu Uma Charan Banerji, is confirmed in his present appointment as Lecturer in English, Chittagong College, and in class IV, Subordinate Educational Service, with effect from the 11th August 1917.

He will, however, continue to act at the Dacca College until further orders.

No. 163A.—Babu Nripendra Chandra Das, B.A., B.T., Sub-Inspector of Schools, Srinagar circle, district Dacca, in class VII of the Subordinate Educational Service, is allowed privilege leave for two months and eighteen days, under article 260 of the Civil Service Regulations, with effect from the 1st August 1919, or any subsequent date on which he may avail himself of it.

No. 164A.—Babu Kali Prasanna Roy, M.A., is appointed to act as Sub-Inspector of Schools, on an allowance of Rs. 50 a month, in class VIII of the Subordinate Educational Service, with effect from the date on which he joins his appointment, *vice* Babu Nripendra Chandra Das, on leave.

No. 165A.—Maulvi Dilwar Hossain, a Sub-Inspector of Schools, in the district of Bankura (class VII, Subordinate Educational Service), is granted leave for fourteen days, in extension of that granted to him in this office notification No. 14A., dated the 4th June 1919.

The arrangement made for the performance of the absentee's duties will continue.

No. 166A.—Babu Phanindra Nath Mukherjee, a Sub-Inspector of Schools in the district of Midnapore (in class VI, Subordinate Educational Service), is granted leave, under article 233 of the Civil Service Regulations, for two months, viz., nine days under article 260, twenty-one days under article 271 of the Civil Service Regulations, and eight days in accordance with the Government of India circular No. 168C.S.R., dated the 24th February 1919, and the remaining period under article 336 of the Civil Service Regulations, in extension of that already granted by this office orders of the 9th May 1919.

No. 167A.—Maulvi Muhammad Imdad Ali, an assistant master, Hooghly Collegiate School (on probation), substantively *pro tempore* in class VIII, Subordinate Educational Service, is granted leave, under article 336 of the Civil Service Regulations, for one month, with effect from the 2nd July 1919.

No. 168A.—Babu Amritalal Sinha, a Sub-Inspector of Schools in the district of Howrah (class VI, Subordinate Educational Service), is granted leave, under article 260 of the Civil Service Regulations, for one month, with effect from the 11th July 1919.

No. 169A.—Babu Lalit Mohan Sinha, B.A., is appointed to act as a Sub-Inspector of Schools in the district of Howrah, on a salary of Rs. 50 a month, in class VIII, Subordinate Educational Service, with effect from the 11th July 1919, *vice* Babu Amritalal Sinha, on leave, or until further orders.

No. 170A.—Babu Jogadev Misra, officiating Sub-Inspector of Schools, in the district of Hooghly, on a salary of Rs. 50 a month, in class VIII, Subordinate Educational Service, was on leave, under article 336 of the Civil Service Regulations, for the period from 2nd to 6th July 1919, both days inclusive.

The 14th August 1919.

No. 171A.—Maulvi A. M. Md. Arshad, B.Sc., is appointed substantively *pro tempore* to be an Assistant Master, Dacca Madrasah, in class VI of the Subordinate Educational Service, with effect from the date he joins the appointment, *vice* Maulvi Abdur Rab Chaudhury, on deputation.

No. 172A.—Babu Panchu Gopal Bhattacharjya, son of Pandit Lal Mohan Vidyanidhi, is confirmed in his appointment as a Sub-Inspector of Schools in the district of Midnapore, with effect from the 17th January 1913.

The 15th August 1919.

No. 173A.—Babu Kalipada Ghosh, Assistant, Physical Laboratory, Rajshahi College (class VIII, Subordinate Educational Service), is appointed, on the pay of his own grade, to act as Demonstrator in Physics in the same College, with effect from the 14th July 1919, *vice* Babu Hem Chandra Ganguli, on deputation.

No. 174A.—Babu Radhikananda Roy, B.Sc., is appointed to act as an Assistant in the Physical Laboratory, Rajshahi College, on Rs. 50, and in class VIII, Subordinate Educational Service, with effect from the date he joins the appointment, *vice* Babu Kalipada Ghosh, on deputation.

No. 175A.—Babu Paresnath Bose, Sub-Inspector of Schools, Singur circle, in the district of Hooghly (class VI, Subordinate Educational Service), is granted leave, under article 260 of the Civil Service Regulations, for two months, with effect from the 14th July 1919.

No. 176A.—Babu Amulya Ratan Chatterjee, B.A., is appointed to act as Sub-Inspector of Schools, Singur circle, district Hooghly, on a salary of Rs. 50 a month, in class VIII, Subordinate Educational Service, with effect from the date he joins the apppointment, *vice* Babu Paresnath Bose, on leave, or until further orders.

No. 177A.—Babu Dakshinaranjan Sen, Sub-Inspector of Schools, Ghatal, in the district of Midnapore (class VI, Subordinate Educational Service), is granted leave, under article 260 of the Civil Service Regulations, for one month, with effect from the 12th August 1919, or any subsequent date on which he may avail himself of it.

No. 178A.—Babu Promotho Nath Ganguly, B.A., is appointed to act as a Sub-Inspector of Schools, Ghatal, in the district of Midnapore, and in class VIII, Subordinate Educational Service, with effect from the 12th August 1919, or from any subsequent date on which he joins the appointment, *vice* Babu Dakshinaranjan Sen, on leave, or until further orders.

No. 179A.—Babu Ambika Das Ghosh, officiating assistant master, Barasat Government School (class VIII of the Subordinate Educational Service), is allowed leave of absence, under article 272 of the Civil Service Regulations, for eight days, with effect from the 9th August 1919, or from any subsequent date on which he may avail himself of it.

No. 180A.—In partial modification of this office notification No. 148A, dated the 8th August 1919, Babu Amrita Lal Sinha, Sub-Inspector of Schools, Sadar circle, Howrah (class VI, Subordinate Educational Service), is appointed to be Sub-Inspector of Schools, Syampur circle, in the same district, on the pay of his own grade, *vice* Babu Dwarka Nath Ghosal, transferred.

No. 181A.—Babu Dwarka Nath Ghosal, Sub-Inspector of Schools, Uluberia circle, district Howrah (class VI, Subordinate Educational Service), is appointed to be Sub-Inspector of Schools, Keshpur circle, district Midnapur, on the pay of his own grade, *vice* Babu Charu Chandra Roy, transferred.

No 182A.—Babu Mohim Chandra Chakravarti, B.A., is appointed to act as Sub-Inspector of Schools, South Sadar, in the district of Murshidabad, and in class VIII of the Subordinate Educational Service, on an allowance of Rs. 50 a month, with effect from the date on which he joins that appointment, *vice* Moulvi Abdul Aziz, on deputation to the David Hare Training College, or until further orders.

No. 183A.—Moulvi K. M. Azharuddin, L.T., is appointed to act as Sub-Inspector of Schools, Narail, in the district of Jessore, and in class VIII of the Subordinate Educational Service, on an allowance of Rs. 50 a month with effect from the date on which he joins the appointment, *vice* Moulvi Anisuddin Ahmed, on deputation to the David Hare Training College, or until further orders.

No. 184A.—Moulvi Nausher Ali, B.A., is appointed to act as Sub-Inspector of Schools, Tala circle, in the district of Khulna, and in class VIII of the Subordinate Educational Service, on an allowance of Rs. 50 a month, with effect from the date on which he joins that appointment, *vice* Moulvi Mahtabuddin Ahmad, on deputation to the David Hare Training College, or until further orders.

No. 185A.—Moulvi Reazuddin Ahmad, B.A., is appointed to act as Sub-Inspector of Schools, North Bagerhat circle, in the district of Khulna, and in class VIII of the Subordinate Educational Service, on an allowance of Rs. 50 a month, with effect from the date on which he joins that appointment, *vice* Moulvi Nasiruddin Ahmad, on deputation to the David Hare Training College, or until further orders.

T. O. D. DUNN,

Offg. Director of Public Instruction, Bengal.

PROVINCIAL EDUCATIONAL SERVICE.

The 12th August 1919.

No. 76P.—In this office notification No. 59P., dated 9th July 1919, appointing Babu Manindra Nath Maitra, Assistant, Physical Laboratory, Presidency College (class IV of the Subordinate Educational Service), to act as a Demonstrator of Physics in that College and in the Provincial Educational Service, *vice* Mr. S. N. Maitra, on deputation, *read* Manindra Nath Mittra *for* Manindra Nath Maitra.

The 15th August 1919.

No. 77P.—Babu Hem Chandra Ganguli, Demonstrator in Physics, Rajshahi College (class III, Subordinate Educational Service), is appointed to act as Professor of Physics of the same College and in the Provincial Educational Service, on the usual acting allowances admissible under the rules, with effect from the 14th July 1919, *vice* Rai Kumudini Kanta Banerjee Bahadur, on deputation, or until further orders.

No. 78P.—Babu Satyendra Nath Gupta, Additional Deputy Inspector of Schools, Pirbhum (class V of the Subordinate Educational Service), is appointed to act as a Professor in the David Hare Training College and in class VIII of the Provincial Educational Service on the usual acting allowance admissible under the rules, with effect fro,m the date on which he joins the appointment, *vice* Babu Chinta Haran Chakravarti, on deputation.

The 19th August 1919.

No. 79P.—Miss Mabel Singh, Assistant Inspectress of Schools, 24-Parganas, Jessore and Khulna (Class VII of the Provincial Educational Service), is allowed leave, under article 260 of the Civil Service Regulations, for one month, with effect from the 1st August 1919.

No. 80P.—Mr. Praphulla Kumar Chatterji, son of late Mr. Aditya Kumar Chatterji, is appointed, on probation for one year, to be Professor of Economics at the Chittagong College, and in class VIII of the Provincial Educational Service, with effect from the date on which he joins the appointment, in the post sanctioned in Government order No. 926, dated 13th July 1918.

T. O. D. DUNN,

Offg. Director of Public Instruction, Bengal.

OFFICE OF THE COMMISSIONER OF EXCISE AND SALT, BENGAL.

NOTIFICATIONS.

No. 24 Exc.—The 12th August 1919.—Mr. M. R. Cox, Inspector of Excise and Salt, now officiating as Superintendent in the district of Rangpur, is allowed leave for one month and twenty days, under article 260 of the Civil Service Regulations, with effect from the 8th August 1919.

No. 25 Exc.—The 12th August 1919.—Babu Surendra Kumar Das Gupta, Inspector of Excise and Salt, Hooghly, is allowed extension of leave for twenty-one days, under article 260 of the Civil Service Regulations, and Financial Department notification No. 168 C. S. R., dated the 24th February 1919, in continuation of the leave already granted to him in this office notification No. 20 Exc., dated the 18th July 1919.

No. 26 Exc.—The 16th August 1919.—Maulvi Azizul Islam, Inspector of Excise and Salt, E. I. B., is allowed leave for three weeks, under article 260 of the Civil Service Regulations, with effect from the 26th July 1919.

S. C. MUKERJEE,

Commissioner of Excise and Salt, Bengal.

ORDERS BY COMMISSIONERS OF DIVISIONS.

NOTIFICATION.

No. 3623J.—Maulvi Syeduddin Ahmed, Sub-Deputy Collector, Barisal, in the district of Bakarganj, is transferred to Bhola, in the Dakshin Shahbazpur subdivision of that district.

T. EMERSON, *Offg. Commissioner.*

COMMR.'S OFFICE, DACCA DIVN., DACCA, *the 9th August 1919.*

NOTIFICATION.

No. 3628J.—Babu Srimanta Das Gupta, Sub-Deputy Collector, Bhola, in the Dakshin Shahbazpur subdivision of the Bakarganj district, is transferred to the Goalundo subdivision of the Faridpur district.

T. EMERSON, *Offg. Commissioner.*

COMMR.'S OFFICE, DACCA DIVN., DACCA, *the 9th August 1919.*

NOTIFICATION.

No. 3660J.—Babu Gyan Chandra Chakrabarty, Sub-Deputy Collector, Faridpur, is retransferred to the Madaripur subdivision of that district.

T. EMERSON, *Offg. Commissioner.*

COMMR.'S OFFICE, DACCA DIVN., DACCA, *the 12th August 1919.*

NOTIFICATION.

No. 17M.—It is hereby notified for general information that at a by-election held on the 14th July 1919, in ward No. III of the Chakdah municipality, in the district of Nadia, Babu Gajendra Nath Chatterji has been duly elected to be a Commissioner for that ward, in the place of Babu Satkari Ghose, removed.

MD. F. KARIM, *Persl. Asst.*, for *Commissioner.*

COMMR.'S OFFICE, PRESY. DIVN., CALCUTTA, *the 13th August 1919.*

NOTIFICATION.

IT is hereby notified for general information that, under section 19 (2) of the Bengal Local Self-Government Act, III of 1885, Munshi Raihan Ali is appointed to be a member of the Hooghly-Sadar Local Board, in place of Maulvi Syed Khairat Ali, deceased.

J. N. GUPTA, *Commissioner.*

COMMR.'S OFFICE, BURDWAN DIVN., CHINSURA, *the 9th August 1919.*

NOTIFICATION.

IT is hereby notified for general information that under section 43 of the Bengal Local Self-Government Act, III of 1885, Babu Manindra Nath Mukherji is appointed to be a member of the Labpur Union Committee in the district of Birbhum, *vice* Babu Saibesh Chandra Banerjee, deceased.

J. N. GUPTA, *Commissioner.*

COMMR.'S OFFICE, BURDWAN DIVN., CHINSURA, *the 9th August 1919.*

NOTIFICATION.

IT hereby notified for general information that under section 39 of the Bengal Local Self-Government Act, III of 1885, the following gentlemen have been duly elected as members of the Baidyapur Union Committee in the district of Burdwan:—

WARD NO. I.

1. Babu Kumar Krishna Nandi Chaudhuri.
2. „ Gagan Chandra Mukherji.

WARD NO. II.

3. Babu Bijoy Gopal Dey Chaudhuri.

WARD NO. III.

4. Babu Sarat Chandra Ghosh.

WARD NO. IV.

5. Shaik Abdul Latif.
6. Babu Rajani Kanta Mandal.

2. The following gentlemen are appointed to be members of the said Union Committee under section 41 of the Local Self-Government Act:—

1. Babu Kalipada Nandi Chaudhuri.
2. „ Amulyadhan Bhattacharjee.
3. Munshi Mahamad Ishaque.

J. N. GUPTA, *Commissioner.*

COMMR.'S OFFICE, BURDWAN DIVN., CHINSURA, *the 9th August 1919.*

NOTIFICATION.

IT is hereby notified for general information that under section 43 of the Bengal Local Self-Government Act, III of 1885, Babu Bimalanath Chaudhuri has been appointed a member of the Amadpur Union Committee in the district of Burdwan, in the place of Babu Abani Nath Chaudhuri, resigned.

J. N. GUPTA, *Commissioner.*

COMMR.'S OFFICE, BURDWAN DIVN., CHINSURA, *the 9th August 1919.*

NOTIFICATION.

IT is hereby notified for general information that the following gentlemen have been elected as members of the Bagnapara Union Committee, in the district of Burdwan, under section 39 of the Local Self-Government Act:—

Ward No.	I	...	(1) Babu Haripada Mukherjee.
			(2) „ Atul Chandra Mukherjee.
„	II	...	(3) „ Amulya Ratan Sarkar.
„	III	...	(4) „ Shyamapada Mukherjee.
„	IV	...	(5) „ Kenaram Ghosh.
„	V	...	(6) Munshi Shufiq Ahammad.

The following gentlemen are appointed to be members of the said Union Committee under section 41 of the Local Self-Government Act:—

(1) Babu Ram Krishna Goswami.
(2) „ Danu Das Pal.
(3) Mahammad Rejwanal Hoque.

J. N. GUPTA, *Commissioner.*

COMMR.'S OFFICE, BURDWAN DIVN., CHINSURA, *the 15th August 1919.*

NOTIFICATION.

IT is hereby notified for general information that, under rule 20 (*b*) of the Manual of Rules for the management of hospitals and dispensaries under the supervision of the Government of Bengal, the following gentlemen are appointed to be members of the managing committee of the dispensary at Babnan in the district of Hooghly :—

1. The Sadar Subdivisional Officer (*ex-officio*).
2. Dr. Mohafazar Rahim.
3. Syed Ebadur Rahaman.
4. Hazi Abdul Rahim.
5. Syed Mahammad Ayug.
6. Babu Anath Nath Sinha Ray.
7. Mahammad Hossain.
8. Babu Bhola Nath Mitter.

J. N. GUPTA, *Commissioner*.

COMMR.'S OFFICE, BURDWAN DIVN., CHINSURA, *the 9th August 1919*.

NOTIFICATION.

UNDER rule 23 of the Rules for the management of hospitals and dispensaries, Babu Adhar Lal Lala and Babu Surendra Kumar Das have been appointed members of the Committee for the management of the District Board dispensary at Paroikora, in place of Babu Jibon Krishna Roy, deceased, and Babu Jagat Chandra Chowdhury, resigned.

K. C. DE, *Commissioner*.

COMMR.'S OFFICE, CHITTAGONG DIVN., CAMP NOAKHALI, *the 14th August 1919*.

NOTIFICATION.

No. 432P.W.—It is hereby notified for general information that, in exercise of the powers delegated to me by Bengal Government Notification No. 3403L.S.-G., dated the 1st December 1904, I order the establishment, under section 6(*c*) of the Bengal Ferries Act, I of 1885, of the two following temporary ferries in the district of Rangpur :—

(1) Burail ... Over the break at the 7th mile of the District Board road No. 10 across Burail Nandi in thana Kaunia, in the Sadar subdivision.

(2) Gopinathpur ... Over the break at the 40th mile of District Board road No. 9 in thana Govindaganj in the Gaibandha subdivision.

2. In exercise of the powers delegated to me by Bengal Government Notification No. 217L.S.-G., dated the 12th January 1905, I also direct, under section 35 of the same Act, that the abovementioned ferries shall be managed by the District Board of Rangpur and that all the proceeds of the said ferries and all the fines levied and the compensation received under the said Act in respect thereof shall be paid into the District Fund with effect from the date of this notification.

J. T. RANKIN, *Offg. Commissioner*.

COMMR.'S OFFICE, RAJSHAHI DIVN., JALPAIGURI, *the 12th August 1919*.

NOTICE.

THE following gentlemen have been appointed as members of the managing committee of the Hindu School, Calcutta, under rule I of the Rules for the managing committees of the Government schools :—

1. The Principal, Presidency College ...	President.
2. The Head Master, Hindu School ...	Vice-President and Secretary.
3. Babu Brahma Kishore Mukherjea, B.A.	Representative of the teaching staff.
4. The Hon'ble Rai Radha Charan Pal Bahadur	Non-official members: representatives of parents and guardians of the pupils.
5. Kumar Rajendra Narayan Ray of Jorasanko Rajbati	
6. Mr. Mohini Kanta Ghatak, M.A., Comptroller, India Treasuries ...	Official member other than an inspecting officer of the Education Department.

J. R. BARROW,

Offg. Principal, Presidency College.

CALCUTTA, *the 11th August 1919.*

NOTIFICATION.

IT is hereby notified for general information that the following gentlemen have been appointed as members of the Managing Committee of the Birbhum Zilla School, under rule 3 of the rules for the Managing Committees of Government High Schools :—

1. The District Magistrate of Birbhum ...	President (*ex officio*).
2. The Head Master of the Birbhum Zilla School	Vice-President and Secretary (*ex officio*).
3. Babu Dhanupati Chowdhury, B.A., B.T.	Representative of the teaching staff.
4. „ Abinas Chandra Mitra, B.L. ...	Non official members, representatives of the parents and guardians of the pupils.
5. Maulvi Syed Husain Ali ...	
6. Subdivisional Officer, Sadar ...	Official member (*ex officio*).

G. S. DUTT, *District Magistrate, Birbhum.*

SURI, *the 16th August 1919.*

OFFICE OF THE REGISTRAR OF CO-OPERATIVE SOCIETIES, BENGAL.

NOTIFICATIONS.

No. 8504.—The 14th August 1919.—Whereas I am of opinion, as the result of an enquiry held into the constitution, working and financial condition of the Jamural Gramya Mohajaru Sabha (registered No. 123 of 1912), in the district of Tippera, under sub-section (*1*) of section 35 of the Co-operative Societies Act, II of 1912, that the Society ought to be disolved.

Now, therefore, in exercise of the power conferred by sub-section (*1*) of section 39 of the same Act, I hereby cancel the registration of the said society.

And further, in exercise of the power conferred by sub-section (*1*) of of section 42 of the same Act, I hereby appoint the Inspector of Co-operative Societies, Comilla, to be liquidator of the said society.

No. 8506.—The 14th August 1919.—Whereas I am of opinion, as the result of an enquiry held into the constitution, working and financial condition of the Char Chandanbaisha Co-operative Bank (registered No. 44 of 1916) in the district of Bogra, under sub-section (*1*) of section 35 of the Co-operative Societies Act, II of 1912, that the society ought to be dissolved.

Now, therefore, in exercise of the power conferred by sub-section (*1*) of section 39 of the same Act, I hereby cancel the registration of the said society.

And further, in exercise of the power conferred by sub-section (*1*) of section 42 of the same Act, I hereby appoint Babu Sudhir Kumar Bose, Inspector of Co-operative Societies, Bogra, to be liquidator of the said society.

No. 8508.—The 14th August 1919.—Whereas I am of opinion, as the result of an enquiry held into the constitution, working and financial condition of the Kushmore Rural Co-operative Credit Society (registered No. 37 of 1906), in the district of Birbhum, under sub-section (*1*) of section 35 of the Co-operative Societies Act, II of 1912, that the society ought to be dissolved.

Now, therefore, in exercise of the power conferred by sub-section (*1*) of section 39 of the same Act, I hereby cancel the registration of the said society.

And further, in exercise of the power conferred by sub-section (*1*) of section 42 of the same Act, I hereby appoint the Inspector of Co-operative Societies, Rampurhat, to be liquidator of the said society.

No. 8622.—The 16th August 1919.—Whereas I am of opinion, as the result of an enquiry held into the constitution, working and financial condition of the Farshipara Co-operative Society (registered No. 486 of 1914), in the district of Dinajpur, under sub-section (*1*) of section 35 of the Co-operative Societies Act, II of 1912, that the society ought to be dissolved.

Now, therefore, in exercise of the power conferred by sub-section (*1*) of section 39 of the same Act, I hereby cancel the registration of the said society.

And further, in exercise of the power conferred by sub-section (*1*) of section 42 of the same Act, I hereby appoint Babu Santosh Chandra Bose, Auditor, Co-operative Societies, at Balurghat, to be liquidator of the said society.

J. T. DONOVAN,

Registrar of Co-operative Societies, Bengal.

REGISTERED No. C 207. No. 35 of 1919.

The Calcutta Gazette

WEDNESDAY, AUGUST 27, 1919.

CONTENTS.

	Page.
PART I.—Orders and Notifications by the Governor of Bengal, the Governor of Bengal in Council, the High Court, Government Treasury, etc.	1321—1397
PART IA.—Orders and Notifications by the Government of India	637—655
PART IB.—Orders by the Governor of Bengal in Council	185—211
PART IC.—Educational Notices	837—850
PART II.—Advertisements	895—914
PART III—Acts of the Bengal Legislative Council	Nil
PART IV.—Bills introduced in the Bengal Legislative Council, Reports of Select Committees presented or to be presented to that Council, and Bills published before introduction in that Council...	Nil
PART IVA.—Proceedings of the Bengal Legislative Council	Nil
PART V.—Acts of the Governor-General's Council assented to by the Governor-General	Nil
PART VI.—Bills introduced in the Legislative Council of the Governor-General, and Bills published before introduction in that Council	Nil
APPENDIX.—Notices to Mariners	413—416
SUPPLEMENT No. 35—	
Resolution on the recommendations of the Public Services Commission, regarding the Sanitary Department	947—949
Resolution on the Budget Estimate of the Howrah Bridge for the year 1919-20	950
Report of the Honorary Committee for the management of the Zoological Garden, Calcutta, for the year 1918-19	951—956
Report on Famine in the district of Bankura for the week ending 16th August 1919	957
Weather and Crop Report—Prices-current—Daily gauge readings—List of prices—Major and Minor Works—Circular and Eastern Canals—Weekly gauge readings ...	958—982
Report on the State of the Salt market for the first quarter of the year 1919-20	983—985

PART I.

Orders and Notifications by the Governor of Bengal, the Governor of Bengal in Council, the High Court, Government Treasury, etc.

ORDERS BY THE GOVERNOR OF BENGAL.

Tour Programme of
HIS EXCELLENCY THE GOVERNOR OF BENGAL
during August and September 1919.

Date and day.	Standard time.	Station.	Remarks.
August.	HOURS.		
27th, Wednesday ..	...	Halt at Shillong.	
28th, Thursday ...	8-0	Leave Shillong ...	By motor.
	12-45	Arrive Gauhati.	
	13-0	Leave Gauhati ...	By *Rhotas*.

Date and day.	Standard time.	Station.	Remarks.
August.	HOURS.		
29th, Friday ...	17-0	Arrive Serajganj.	
30th, Saturday ...	10-30	Leave Serajganj.	
	17-15	Arrive Goalundo.	
	17-20	Leave Goalundo ...	By special train.
	17-45	Arrive Rajbari.	
	18-30	Leave Rajbari ...	By special train.
	19-0	Arrive Goalundo.	
	21-15	Leave Goalundo ...	By special train.
31st, Sunday ...	7-0	Arrive Calcutta.	
September.			
1st, Monday to 6th, Saturday.	...	Halt at Calcutta.	
7th, Sunday ...	16-0	Leave Calcutta.	
8th, Monday ...	12-55	Arrive Darjeeling.	

NOTE.—(1) The party accompanying His Excellency will be—

The Hon'ble Mr. J. H. Kerr, C.S.I., C.I.E., I.C.S., Chief Secretary (Agartala and Serajganj only).

Mr. H. R. Wilkinson, I.C.S., Private Secretary.

Captain E. A. Haskett-Smith, Acting Military Secretary.

Major J. D. Sandes, I.M.S., Surgeon.*

Captain R. W. Hyde, Aide-de-Camp.†

Captain C. B. Lyon, Aide-de-Camp.†

(2) All letters and telegrams should be addressed to Governor's Camp, Bengal, *without the addition of the name of any post town.*

(3) All arrivals and departures will be private.

(4) The timings of the river portion of the tour are approximate.

* Will not go to Shillong.

† Will not go to Agartala and Shillong.

E. A. HASKETT-SMITH, CAPTAIN,
Acting Military Secretary
to H. E. the Governor of Bengal.

GOVERNMENT HOUSE,
DACCA:
2nd August 1919.

ORDERS BY THE GOVERNOR OF BENGAL IN COUNCIL.

No. 4714A.

APPOINTMENTS AND TRANSFERS.

GENERAL.—*No. 1846 A.D.—The 19th August 1919.*—In exercise of the power vested in him by section 14 of the Code of Criminal Procedure, 1898 (Act V of 1898), the Governor in Council hereby appoints Maulvi Abdul Majid (No. III), Deputy Magistrate, to be a Special Magistrate for the districts of Dinajpur, Rangpur and Jalpaiguri for a term not exceeding three months and confers upon him the powers of a Magistrate of the first class in respect of offences under Chapter XVII of the Indian Penal Code, within the said districts.

Dinajpur. Rangpur. Jalpaiguri.

No. 1863A.D.—The 20th August 1919.—Babu Karunamay Mitra, substantive *pro tempore* Deputy Magistrate and Deputy Collector, Bankura, is transferred to the headquarters station of the Bakarganj district.

Bankura. Bakarganj.

No. 4539A.—The 23rd August 1919.—Mr. G. E. Lambourn, I.C.S., Additional District Magistrate, Dacca, is appointed to act as Magistrate and Collector of that district during the absence, on leave, of Mr. S. G. Hart, I.C.S., or until further orders.

Dacca.

No. 4611A.—The 23rd August 1919.—Babu Makhan Lal Chatarji, Deputy Magistrate and Deputy Collector, Jessore, is appointed to act as Magistrate and Collector of that district during the absence, on leave, of Mr. E. M. Mannooch, I.C.S., or until further orders.

Jessore.

No. 4704A.—The 26th August 1919.—In exercise of the power conferred by sub-section (2) of section 10 of the Code of Criminal Procedure, 1898 (Act V of 1898), the Governor in Council is pleased to appoint Babu Bisweswar Bhattacharji, Deputy Magistrate and Deputy Collector, 24-Parganas, to be Additional District Magistrate of that district for a period not exceeding six months, and to direct that he shall have, during the period he is so employed, all the powers of a District Magistrate under the said Code.

24-Parganas.

LEAVE.

GENERAL.—*No. 1855A.D.—The 19th August 1919.*—Maulvi Mustafiz-ur-Rahman Khan, Deputy Magistrate and Deputy Collector, is allowed leave for twenty days, under article 260 of the Civil Service Regulations, with effect from the 29th July 1919.

Chittagong.

No. 1876A.D.—The 20th August 1919.—Maulvi Abu Muhammad Nasir-uddin, substantive *pro tempore* Deputy Magistrate and Deputy Collector, Jessore, is allowed leave for three months, under article 260 of the Civil Service Regulations, with effect from the date on which he may avail himself of it.

Jessore.

No. 4608A.—The 23rd August 1919.—Mr. E. M. Mannooch, I.C.S., Magistrate and Collector, Jessore, is allowed leave for twenty days, under article 260 of the Civil Service Regulations, with effect from the 8th September 1919.

Jessore.

No. 4595A.—The 23rd August 1919.—Mr. S. G. Hart, I.C.S., Magistrate and Collector, Dacca, is allowed leave for one month, under article 260 of the Civil Service Regulations, with effect from the 28th August 1919.

Dacca.

POLICE.—*No. 1366A.D.—The 25th July 1919.*—Mr. F. D. Bartley, Deputy Commissioner, Port Police, Calcutta, is allowed leave for twenty-seven days, under article 260 of the Civil Service Regulations, with effect from the 1st September 1919.

Calcutta.

No. 4587A.—The 22nd August 1919.—Mr. C. A. Tegart, C.I.E., M.V.O., Superintendent of Police, has been granted by His Majesty's Secretary of State for India furlough for ten months with effect from the 12th February 1919.

J. H. KERR,
Chief Secy. to the Govt. of Bengal.

REVENUE DEPARTMENT.

NOTIFICATIONS.

No. 6847For.—The 23rd August 1919.—In exercise of the power conferred by section 71 of the Indian Forest Act, 1878 (VII of 1878), the Governor in Council is pleased to invest the Divisional Forest Officers of the Darjeeling, Kalimpong, Kurseong, Jalpaiguri, Buxa, Chittagong and Chittagong Hill Tracts Forest Divisions, *ex officio*, with the powers mentioned in clauses (*c*) and (*d*) of that section.

Darjeeling. Jalpaiguri. Chittagong.

No. 6894For.—The 25th August 1919.—Under the provisions of section 4 of the Indian Forest Act, 1878 (Act VII of 1878), the Governor in Council declares that it is proposed to constitute as Reserved Forest the land situated within the boundaries described below:—

Darjeeling.

Name of forest—Phuguri, Kurseong Forest Division.
District—Darjeeling.
Pargana—Kurseong subdivision.
Area—503 acres more or less.

BOUNDARIES.

North—Mirik khas mahal.
East—Tauzi No. 1005, Bhujit Ray's estate.
South—Tauzi No. 1005, Bhujit Ray's estate to a pillar on the Nepal frontier road, 27 chains below its junction with the Murma district road, thence a straight line to boundary pillar No. 15 of Kuhein reserved forest.
West—Thurbo tea estate land,

being part of Phuguri, tauzi No. 880 (L. R).

The Governor in Council is pleased to appoint the Deputy Commissioner of Darjeeling to be the Forest Settlement Officer, who will, under the provisions of Chapter II of the Indian Forest Act, enquire into and determine the existence, nature and extent of any rights alleged to exist in favour of any person in or over any land, comprised within the boundaries specified above, or in or over any forest produce to be found therein, and to deal with the same as by law provided.

The Governor in Council is also pleased, under section 16 of the Indian Forest Act, to appoint the Commissioner of the Rajshahi Division to hear appeals from the decisions of the Forest Settlement Officer as above appointed.

No 6954For.—The 26th August 1919.—In modification of the orders of the 18th March 1919, Mr. J. L. Baker, Deputy Conservator of Forests, is allowed combined leave for seven months, viz., priviiege leave for three months, under article 260 of the Civil Service Regulations, with effect from the 25th August 1919, or any subsequent date on which he may avail himself of it, additional privilege leave for three months under Government of India, Finance Department, order No. 168C.S.R., dated the 24th February 1919, and furlough for the remaining period under article 308 (*b*) of the Civil Service Regulations.

Murshidabad.
Birbhum.

No. 6807L.R.—The 22nd August 1919.—In exercise of the powers conferred by section 3 of the Bengal Land Revenue Settlement Regulation, 1825 (IX of 1825), read with section 20 of the Bengal Land Revenue Settlement Regulation, 1822 (VII of 1822), the Local Government is pleased to vest Maulvi Ekramuddin, Sub-Deputy Collector, who has, by notification No. 3109C.P., dated the 20th August 1919, been vested by the Board of Revenue with the powers of a Collector in estate Fatesingh, bearing tauzi No. 253 in the Murshidabad Collectorate, and situated in the districts of Murshidabad and Birbhum, for the purpose of the work of maintenance of the record-of-rights of that estate, with powers under section 19 of the said Bengal Land Revenue Settlement Regulation, 1822, within those districts to require and compel persons mentioned in that section to attend and produce accounts and other papers and to examine such persons under that section for the purposes of the said work of the maintenance of the record-of-rights.

Nadia.

No. 1595T.R., dated the 1st October 1917, published at page 1568, Part I, of the *Calcutta Gazette* of the 3rd October 1917.

No. 7311L.R., dated the 6th September 1918, published at page 1276, Part I, of the *Calcutta Gazette* of the 11th September 1918.

No. 6912L.R.—The 25th August 1919.—It is hereby notified that the survey carried out under the orders of Government under section 3 of the Bengal Survey Act, 1875 (Bengal Act V of 1875), and sub-section (*l*) of section 101 of the Bengal Tenancy Act, 1885 (Act VIII of 1885), and embodied in the marginally noted notifications is adopted as defining villages for the purpose of clause 10(*b*) of section 3 of the Bengal Tenancy Act, 1885 (Act VIII of 1885), in the police-station of Chakdah in the district of Nadia.

Jessore.
Rajshahi.

No. 6915L.R.—The 25th August 1919.—The officers named below, employed as Assistant Settlement Officers in the district of Jessore, are appointed to be Assistant Settlement Officers in the district of Rajshahi, with effect from the dates on which they may join their duties in that district:—

1.	Babu Sarada Prasanna Chaudhuri ...	Probationary Sub-Deputy Collector.
2.	„ Suresh Chandra Ghosh ...	Ditto.
3.	„ Pramada Kumar Basu ...	Ditto.
4.	„ Harendra Nath Mukharji ...	Ditto.

Rajshahi.
Pabna.
Murshidabad.
Nadia.
Malda.

No. 6916L.R.—The 25th August 1919.—Under the provisions of section 3(*17*) of the Bengal Tenancy Act, 1885 (Act VIII of 1885), the officers named below are authorized to discharge, in the district of Rajshahi, as well as in those areas of the districts of Pabna, Murshidabad, Nadia and Malda which lie in mauzas falling, wholly or partly, within five miles from the main stream of the rivers Ganges and Padma, the functions of a Revenue officer, under Chapter X of that Act, so far as they relate to surveys and the preparation of records-of-rights.

They are also vested with the powers of Assistant Settlement Officers, under Chapter VI, Part I, of the Rules under the Bengal Tenancy Act, in respect of the aforesaid areas:—

1.	Babu Sarada Prasanna Chaudhuri ...	Probationary Sub-Deputy Collector.
2.	„ Suresh Chandra Ghosh ...	Ditto.
3.	„ Pramada Kumar Basu ...	Ditto.
4.	„ Harendra Nath Mukharji ...	Ditto.

Rajshahi.

No. 6956L.R.—The 26th August 1919.—Babu Madhu Sudan Ray, Munsif, employed as an Assistant Settlement Officer in the district of Rajshahi, is allowed privilege leave for one month, under articles 260 and 275 of the Civil Service Regulations, in extension of the leave granted to him in Government Notification No. 6661L.R., dated the 16th August 1919.

No. 6929L.R.—The 25th August 1919.—With reference to notification No. 7297L.R., dated the 6th September 1918, published at page 1276, Part I, of the *Calcutta Gazette* of the 11th idem, it is hereby notified for general information that the estimate of the probable expenses to be incurred in respect of the repairs, maintenance and works connected therewith of the Bistupur embankment, in the district of Midnapore, for a period of twenty years, commencing from the 1st April 1918, amounts to Rs. 1,50,000 at an annual rate of Rs. 7,500, and that the Governor in Council proposes, under section 63 of Act II (B.C.) of 1882, to issue an order fixing the aforesaid total sum of Rs. 1,50,000 as payable at an annual rate of Rs. 7,500 during the said twenty years by the zamindars of the estates benefited by such repairs, maintenance and works, should no valid objection thereto be preferred.

Midnapore.

Any person interested who desires to object to the above mentioned order is required to prefer, within three months from the date of its first publication in the *Calcutta Gazette*, such objections as he may think proper to the Collector of Midnapore for consideration by the Governor in Council.

No. 6947L.R.—The 25th August 1919.—Whereas by notification No. 8359L.R., of the 16th October 1916, an order was made under section 101 of the Bengal Tenancy Act, 1885 (VIII of 1885), for a survey and the preparation of a record-of rights in respect of all lands in villages falling entirely or partly within five miles from the main stream of the river Ganges in the district of Malda:

Malda.

And whereas, in pursuance of the said order, a survey has been made of such lands lying in police-stations Ratua, Manikchak, Kaliachak, Sibganj and Nawabganj of the said district.

Now, therefore, in exercise of the power conferred by clause 10(*b*) of section 3 of the said Act, read with section 3 of the Bengal, Bihar and Orissa and Assam Laws Act, 1912 (VII of 1912), the Governor in Council is pleased to declare that that survey shall be adopted as defining villages for the purposes of the said clause in the area so surveyed in the said police-stations of the said district.

No. 6796L.A.—The 21st August 1919.—In exercise of the power conferred by section 48 (*1*) of the Land Acquisition Act, I of 1894, the Governor in Council is pleased to withdraw from the acquisition of the piece of land measuring, more or less, 2·7552 acres, which was notified for acquisition under declaration No. 876 L.A., dated the 25th January 1919, published at pages 107-108, Part I of the *Calcutta Gazette* of the 29th idem, and required by the District Board of the 24-Parganas for the excavation of a tank at Panapukur, in the village of Panapukur, pargana Calcutta, zilla 24-Parganas.

24-Parganas.

No. 6897L.A.—The 25th August 1919.—Mr. B. M. Staig, I.C.S., Subdivisional Officer of Narayanganj, in the district of Dacca, is vested with the powers of a Collector under the Land Acquisition Act, I of 1894, in that subdivision.

Dacca.

No. 6921L.A.—The 25th August 1919.—Maulvi Akramuzzaman Khan, Sadar Subdivisional Officer of Rangpur, is vested with the powers of a Collector under the Land Acquisition Act, I of 1894, in that district.

Rangpur.

M. C. MCALPIN,
Secy. to the Govt. of Bengal.

DECLARATION.

No. 6886L.A.—The 25th August 1919.—Whereas it appears to the Governor in Council that land is required to be taken by Government at the expense of the East Indian Railway Company for a public purpose, viz., for quadrupling the lines between Khana Junction and Burdwan, in the villages of Bahirsarbamongola, Saraitikar, Simdal, Birpur, Talit and Satinandi, pargana Burdwan, zilla Burdwan,

Burdwan.

it is hereby declared that for the above purpose 37 pieces of land contiguous to the north and south sides of the main line of the East Indian Railway from miles 67 to 74, altogether 32,627 feet in length on the north side and 32,625 feet on the south, varying in width from 60 feet to 297 feet 8 inches and altogether measuring, more or less, 108·15 acres as per details in the schedule below, are required within the aforesaid villages of Bahirsarbamongola, Saraitikar, Simdal, Birpur, Talit and Satinandi.

Schedule.

Names of villages.	Names of parganas.	Area in acres.	DESCRIPTION OF PLOTS.				Average width.	Situation of the plots.
			Mile No.	Plot No.	EXTENSION OF THE PLOTS. From chain.	EXTENSION OF THE PLOTS. To chain.		
Bahirsarbamongala.	Burdwan	2·08	67	1	4·815	5·263	50′	On the north side of the Railway
Saraitikar ...	Do ...	19·77	67	2	4·395	5·263	50′	On the south side of the Railway.
Simdal ...	Do ...	4·81	68	3	0·000	1·047	10′ to 150′	On the north side of the Railway.
Birpur ...	Do ...	34·44	68	4	1·057	1·100	50′	Ditto.
Talit ...	Do ...	22·33	68	5	0·000	0·200	50′	On the south side of the Railway.
Satinandi ...	Do ...	24·72	68	6	2·860	5·255	45-52′	On the north side of the Railway.
			68	7	3·000	5·255	20-152	On the south side of the Railway.
	Total ...	108·15	69	8	0·000	1·920	52-56′-1″	On the north side of the Railway.
			69	9	0·000	1·920	52-56′-1″	On the south side of the Railway.
			69	10	1935	4380	56′-3″-58′	On the north side of the Railway.
			69	11	1935	4377	58′	On the south side of the Railway.
			69	12	4395	4655	58′	On the north side of the Railway.
			69	13	5105	5287	100′	Ditto.
			69	14	4392	5287	58′	On the south side of the Railway.
			70	15	0·000	1820	88′	On the north side of the Railway.
			70	16	0·000	1820	88′	On the south side of the Railway.
			70	17	1835	4135	88′	On the north side of the Railway.
			70	18	1835	4135	88′	On the south side of the Railway.
			70	19	4145	5295	88′	On the north side of the Railway.
			70	20	4145	5295	88′	On the south side of the Railway.
			71	21	0·000	4782	70-168′	On the north side of the Railway.
			71	22	0·000	2280	34-58′	On the south side of the Railway
			71	23	31·90	4921	59-8″ to 129′-8″	Ditto.
			71	24	50·21	52·70	0-59′-11″	Ditto.
			71	25	51·75	52·95	0-60′	Ditto
			72	26	1400	32 40	50′-90′	On the north side of the Railway.
			72	27	0·000	32·20	60′-90′	On the south side of the Railway.
			72	28	32·45	53·30	55-89′-4″	On the north side of the Railway.
			72	29	32·05	53·30	55-89′-4″	On the south side of the Railway.
			73	30	0 000	4530	85′	On the north side of the Railway.
			73	31	4535	5315	86′	Ditto.
			73	32	0·000	4520	85′	On the south side of the Railway.
			73	33	4525	5315	83′	Ditto.
			74	34	0·000	1575	56-61′	On the north side of the Railway.
			74	35	1575	3700	20-60′	Ditto.
			74	36	0·000	1535	18-154′-8″	On the south side of the Railway.
			74	37	1495	3700	60′-140′	Ditto.

Mines of coal, iron-stone, slate or other minerals lying under the land, or any particular portion of the land, except only such parts of the mines and minerals as it may be necessary to dig, or carry away, or use, in the construction of the work for the purpose of which the land is being acquired are not needed.

This declaration is made, under the provisions of section 6 of Act I of 1894, and section 3, clause (*1*), Act XVIII of 1885, to all whom it may concern.

A plan of the land may be inspected in the office of the Special Land Acquisition Deputy Collector, Burdwan, as well as in that of the Chief Engineer, East Indian Railway, Calcutta.

M. C. McALPIN,

Secy. to the Govt. of Bengal.

DECLARATION.

No. 6832L.A.—The 23rd August 1919.—Whereas it appears to the Governor in Council that land is required to be taken by Government at the expense of the District Board of Tippera for a public purpose, viz., for the excavation of a tank, in the village of Bholakot, pargana Sarail, zilla Tippera, it is hereby declared that for the above purpose a piece of land measuring, more or less, 4·16 acres bounded on the—

Tippera.

North—By *nishkar* land of Gagan Gupta and others,
East—By lands of S. B. Gupta, M. C. Gupta, Gagan Gupta, Gokul Kapali and Jogat Bandhu Kapali,
South—By *gopath*.
West—By Local Board road, and lands of S. B. Gupta, M. C. Gupta, Gagan Gupta and others,

is required within the aforesaid village of Bholakot.

This declaration is made, under the provisions of section 6 of Act I of 1894, to all whom it may concern.

A plan of the land may be inspected in the office of the Collector of Tippera.

M. C. MCALPIN,
Secy. to the Govt. of Bengal.

DECLARATION.

No. 6935L.A.—The 25th August 1919.—Whereas it appears to the Governor in Council that land is required to be taken by Government at the expense of the Corporation of Calcutta, for a public purpose, viz., for improving Durpanarayan Tagore Street at Nos. 3 and 33 in the town of Calcutta, it is hereby declared that, for the above purpose, two pieces of land altogether measuring, more or less, ·0304 of an acre, bounded on the—

Calcutta.

PLOT NO. A :

North and East—By the remaining portion of premises No. 33, Durpanarayan Tagore Street;
South and West—By Durpanarayan Tagore Street ;

PLOT NO. B :

North and East—By Durpanarayan Tagore Street,
South and West—By the remaining portion of premises No. 3, Durpanarayan Tagore Street,

are required within the aforesaid town of Calcutta.

This declaration is made, under the provisions of section 6 of Act I of 1894, to all whom it may concern.

A plan of the land may be inspected in the office of the Land Acquisition Collector, No. 2, Commercial Buildings, Calcutta.

M. C. MCALPIN,
Secy. to the Govt. of Bengal.

DECLARATION.

No. 6938L.A.—The 25th August 1919.—Whereas it appears to the Governor in Council that land is required to be taken by Government at the expense of the District Board of Birbhum for a public purpose, viz., for the Union Committee office and the night school, in the village of Bolpur, pargana Senbhum, zilla Birbhum, is hereby declared that, for the above purposes, a piece of land measuring, more or less, ·2644 of an acre, bounded on the—

Birbhum.

North—By the Police Inspector's quarters and lime godown of Umesh Pal and Jugal Dey,
East—By the Bolpur-Sakulipur road,
South—By the girl's school and the thana compound,
West—By the thana compound,

is required within the aforesaid village of Bolpur.

This declaration is made, under the provisions of section 6 of Act I of 1894, to all whom it may concern.

A plan of the land may be inspected in the office of the Collector of Birbhum.

M. C. MCALPIN,
Secy. to the Govt. of Bengal.

DECLARATION.

24-Parganas.

No. 6941L.A.—The 25th August 1919.—Whereas it appears to the Governor in Council that land is required to be taken by Government at the expense of the District Board of the 24-Parganas, for a public purpose, viz., for the improvement of a road from Baduria ferry ghat to Punra, in the villages of Lakhinathpur and Punra, pargana Amirabad, zilla 24-Parganas, it is hereby declared that for the above purpose two pieces of land altogether measuring, more or less, 7·6818 acres, as described below :—

Plot No. I.—Commencing from chainage, marked in the plan, 1360 from Lakhinathpur ending at chainage 1640 at Lakhinathpur, with a width 40 feet, passing through the village of Lakhinathpur,

Plot No. II.—Commencing from chainage 3100 Lakhinathpur, ending at chainage 10,030 at Punra, with a width varying from 40 feet to 60 feet, passing through the villages of Lakhinathpur and Punra,

are required within the aforesaid villages of Lakhinathpur and Punra.

This declaration is made, under the provisions of section 6 of Act I of 1894, to all whom it may concern.

A plan of the land may be inspected in the office of the District Engineer, 24-Parganas.

M. C. MCALPIN,
Secy. to the Govt. of Bengal.

DECLARATION.

Calcutta.

No. 6951L.A.—The 26th August 1919.—Whereas it appears to the Governor in Council that land is required to be taken by Government at the expense of the Corporation of Calcutta for a public purpose, viz., for rounding off the corners at Nos. 4 and 35, Uma Churn Das Lane, in the town of Calcutta, it is hereby declared that, for the above purpose, two pieces of land altogether measuring, more or less, ·0014 of an acre, bounded on the—

PLOT A:

North and West—By Uma Churn Das Lane,
East and South—By the remaining portion of premises No. 4, Uma Churn Das Lane;

PLOT B:

North and West—By the remaining portion of premises No. 35, Uma Churn Das Lane,
East and South—By Uma Churn Das Lane,

are required within the aforesaid town of Calcutta.

This declaration is made, under the provisions of section 6 of Act I of 1894, to all whom it may concern.

A plan of the land may be inspected in the office of the Land Acquisition Collector, 2, Commercial Buildings, Calcutta.

M. C. MCALPIN,
Secy. to the Govt. of Bengal.

DECLARATION.

Mymensingh.

No. 6966L.A.—The 26th August 1919.—Whereas it appears to the Governor in Council that land is required to be taken by Government at the public expense for a public purpose, viz., for ferry farmer's quarters and travellers' shed in the village of Shehara, pargana Alapsingh, zilla Mymensingh, it is hereby declared that for the above purpose a piece of land measuring, more or less, ·054 of an acre, bounded on the—

North—By the hostel land of Julmat Khan,
East—By the river Brahmaputra,
South—By the municipal land,
West—By the land of the District Board road, Mymensingh,

is required within the aforesaid village of Shehara.

This declaration is made, under the provisions of section 6, of Act I of 1894, to all whom it may concern.

A plan of the land may be inspected in the office of the Collector of Mymensingh.

M. C. MCALPIN,
Secy. to the Govt. of Bengal.

DECLARATION.

24-Parganas.

No. 6969L.A.—The 26th August 1919.—Whereas it appears to the Governor in Council that land is required to be taken by Government at the expense of the District. Board of the 24-Parganas for a public purpose, viz., for the excavation of a tank in the village of Banbania, pargana Ukhra, zilla 24-Parganas, it is hereby declared that for the above purpose a piece of land measuring, more or less, 2·75 acres, bounded on the—

North and West—By the land of Uttam Chandra Pal,
South—By the land of Kharshed Mandal,
East—By the drain of District Board road,

is required within the aforesaid village of Banbania.

This declaration is made, under the provisions of section 6 of Act I of 1894, to all whom it may concern.

A plan of the land may be inspected in the office of the District Engineer, 24-Parganas.

M. C. MCALPIN,
Secy. to the Govt. of Bengal

DECLARATION.

Calcutta.

No. 6972L.A.—The 26th August 1919.—Whereas it appears to the Governor in Council that land is required to be taken by Government at the expense of the Calcutta Corporation for a public purpose, viz., for widening Durga Churn Mitter Street at Nos. 43, 44 and 45-1, in the town of Calcutta, it is hereby declared that for the above purpose a piece of land measuring, more or less, ·0106 of an acre, bounded on the—

North and East—By Durga Churn Mitter Street,
South—By premises No. 45-1, Durga Churn Mitter Street, passage, land and premises Nos. 44 and 43, Durga Churn Mitter Street,
West—By Durga Churn Mitter Street,

is required within the aforesaid town of Calcutta.

This declaration is made, under the provisions of section 6 of Act I of 1894, to all whom it may concern.

A plan of the land may be inspected in the office of the Land Acquisition Collector, 2, Commercial Buildings, Calcutta.

M. C. MCALPIN,
Secy. to the Govt. of Bengal.

DECLARATION.

No. 6975L.A.—The 26th August 1919.—Whereas it appears to the Governor in Council that land is required to be taken by Government at the public expense for a public purpose, viz., for the improvement of the crossing of the Grand Trunk Road with the Sitarampur-Dishergarh Road, in the village of Neamatpur, pargana Sergar, zilla Burdwan, it is hereby declared that for the above purpose a piece of land measuring, more or less, ·03785 of an acre, bounded on the—

Burdwan.

North—By the Grand Trunk Road,
East—By the land of Jatindra Nath Burat,
South—By the homestead land of Makhan Madak,
West—By the Dishergarh Road to Sitarampur Railway Station,

is required within the aforesaid village of Neamatpur.

This declaration is made, under the provisions of section 6 of Act I of 1894, to all whom it may concern.

A plan of the land may be inspected in the office of the Collector of Burdwan.

M. C. McALPIN,
Secy. to the Govt. of Bengal.

DECLARATION.

No. 6982L.A.—The 26th August 1919.—Whereas it appears to the Governor in Council that land is required to be taken by Government at the expense of the Corporation of Calcutta for a public purpose, viz., for widening the passage connecting Beadon Street with Karbala Tank Lane to 12 feet, in the town of Calcutta, it is hereby declared that for the above purpose, a piece of land measuring, more or less, ·0628 of an acre, bounded on the—

Calcutta.

North—By the Karbala Tank Lane,
East—By the Peari Charan Lane,
South—By the Peari Charan Lane and remaining portion of No. 20-3, Karbala Tank Lane,
West—By the remaining land of Karbala Tank Lane,

is required within the aforesaid town of Calcutta.

This declaration is made, under the provisions of section 6 of Act I of 1894, to all whom it may concern.

A plan of the land may be inspected in the office of the Land Acquisition Collector, 2, Commercial Buildings, Calcutta.

M. C. McALPIN,
Secy. to the Govt. of Bengal.

DECLARATION.

No. 6985L.A.—The 26th August 1919.—Whereas it appears to the Governor in Council that land is required to be taken by Government at the public expense for a public purpose, viz., for the extension of Civil Courts at Asansol, in the village of Santa, pargana Shergarh, zilla Burdwan, it is hereby declared that for the above purpose a piece of land measuring, more or less, 5·71 acres, bounded on the—

Burdwan.

North—By a road from Club House to Grand Trunk Road,
East—By the Asansol Court compound,
South—By the land of the Bengal-Nagpur Railway Company,
West—By the lands of Ram Brij Dubey and Messrs. Apcar & Company,

is required within the aforesaid village of Santa.

Mines of coal, iron-stone, slate or other minerals lying under the land, or any particular portion of the land, except only such parts of the mines and minerals as it may be necessary to dig, or carry away, or use, in the construction of the work for the purpose of which the land is being acquired, are not needed.

This declaration is made, under the provisions of section 6 of Act I of 1894, and section 3, clause (1), Act XVIII of 1885, to all whom it may concern.

A plan of the land may be inspected in the office of the Special Land Acquisition Deputy Collector, Burdwan.

M. C. MCALPIN,
Secy. to the Govt. of Bengal.

REGISTRATION.

No. 6960Regn.—The 26th August 1919.—Babu Surendra Gopal Mitra, District Sub-Registrar, Jessore, is granted privilege leave for one month and twenty-nine days, under article 260 of the Civil Service Regulations, with effect from the 15th July 1919.

Jessore.

No. 6962Regn.—The 26th August 1919.—Babu Sharat Chandra Mukharji, Sadar Joint Sub-Registrar of Jessore, acted, in addition to his own duties, as District Sub-Registrar of that district, from the 15th July to the 13th August 1919, during the absence, on leave, of Babu Surendra Gopal Mitra.

Jessore.

No. 6964Regn.—The 26th August 1919.—Babu Mukunda Lal Ganguli, Sub-Registrar of Gaurnadi, in the district of Bakarganj, is appointed temporarily to act as District Sub-Registrar of Jessore, with effect from the 14th August 1919, during the absence, on leave, of Babu Surendra Gopal Mitra, or until further orders.

Bakarganj.
Jessore.

M. C. MCALPIN,
Secy. to the Govt. of Bengal.

NOTIFICATIONS.

No 1153T.R.—The 18th August 1919.—The following promotions and confirmations are sanctioned in the grades of Sub-Registrars:—

Promoted substantively to the first grade.

Babu Tarak Nath Ray, with effect from the 16th May 1919, *vice* Maulvi Muhammad Sakhawat Husain, retired

Babu Karun Chandra Chatarji, with effect from the 16th June 1919, *vice* Maulvi Saiyid Hatif Ali-ul Husain, retired.

Promoted substantively to the second grade.

Babu Satish Chandra Banarji, with effect from the 16th May 1919, *vice* Babu Tarak Nath Ray, promoted to the first grade.

Maulvi Khadim Rasul, with effect from the 9th June 1919, *vice* Rai Sahib Abinas Chandra Basu, retired.

Babu Upendra Lal Pakrasi, with effect from the 16th June 1919, *vice* Babu Karun Chandra Chatarji, promoted to the first grade.

Promoted substantively to the third grade.

Babu Rabotosh Sarkar, with effect from the 16th May 1919, *vice* Babu Satish Chandra Banarji, promoted to the second grade.

Babu Subodh Kumar Bhattacharji, with effect from the 9th June 1919, *vice* Maulvi Khadim Rasul, promoted to the second grade.

Maulvi Muhammad Bazlur Rahman, with effect from the 16th June 1919, *vice* Babu Upendra Lal Pakrasi, promoted to the second grade.

Confirmed in the fourth grade.

Maulvi Habibar Rahman, with effect from the 22nd April 1919, *vice* Maulvi Ahmad, deceased.

Maulvi Saiyid Muhammad Ali Mirza, with effect from the 16th May 1919, *vice* Babu Rabotosh Sarkar, promoted to the third grade.

Maulvi Abu Ahmad Abdulla, with effect from the 16th May 1919, *vice* Maulvi Nazmul Haq Khan, deceased.

Babu Upendra Nath Chatarji, with effect from the 9th June 1919, *vice* Babu Subodh Kumar Bhattacharji, promoted to the third grade.

Promoted to the fourth grade.

Babu Rakhal Chandra Banarji, promoted substantively *pro tempore* to the fourth grade, with effect from the 22nd April 1919, *vice* Maulvi Habibar Rahman, confirmed in the fourth grade and confirmed with effect from the 16th June 1919, *vice* Maulvi Muhammad Bazlur Rahman, promoted to the third grade.

Promoted substantively pro tempore *to the fourth grade.*

Babu Bidhu Bhusan Raha, with effect from the 16th May 1919, *vice* Maulvi Saiyid Muhammad Ali Mirza, confirmed in the fourth grade.

Babu Saroj Kumar Sen, with effect from the 16th May 1919, *vice* Maulvi Abu Ahmad Abdulla, confirmed in the fourth grade.

Maulvi Maniruddin Ahmad, with effect from the 9th June 1919, *vice* Babu Upendra Nath Chatarji, confirmed in the fourth grade.

Babu Bimalapada Mukharji, with effect from the 16th June 1919, *vice* Babu Rakhal Chandra Banarji, confirmed in the fourth grade.

The following Probationers who have passed the Departmental Examination held on the 5th and 6th May 1919 are promoted to the fifth grade with effect from the 30th June 1919:—

1. Maulvi Ismail Mollah.
2. Babu John Ballabh Chaudhuri.
3. Maulvi Abdul Mannan Chaudhuri.
4. „ Abdul Wahed Ahmed.
5. Babu Jotindra Nath Ray.
6. Maulvi Muhammad Irtaza.
7. Babu Sachindra Nath Mitra.
8. „ Surendra Nath Sen Gupta.
9. Maulvi Anisuddin Ahmad.
10. „ Nizamuddin Ahmad.
11. „ Muhammad Hanif.
12. Babu Jitendra Kumar Banarji.
13. Maulvi Khundkar Ali Asghar.
14. „ Fazlur Rahman.
15. „ Nurul Haq.
16. Babu Kalindra Kumar Mazumdar.

Mymensingh.

No. 6780Regn.—The 20th August 1919.—In exercise of the power conferred by section 3 of the Bengal Muhammadan Marriages and Divorces Registration Act 1876 (Bengal Act I of 1876), the Governor in Council is pleased to appoint Maulvi Muhammad Alauddin to act temporarily as a Muhammadan Registrar within police-station Kalihati, in the district of Mymensingh, during the absence, on leave, of Maulvi Saiyid Abdul Halim, or until further orders.

Mymensingh.

No. 6781Regn.—The 20th August 1919.—In exercise of the power conferred by section 2 of the Kazis Act, 1880 (Act XII of 1880), the Governor in Council is pleased to appoint Maulvi Muhammad Alauddin to act temporarily as the Kazi for the celebration of marriages and the performance of other rites and ceremonies within police-station Kalihati, in the district of Mymensingh, during the absence, on leave, of Maulvi Saiyid Abdul Halim, or until further orders.

No. 6882Regn.—The 25th August 1919.—In exercise of the power conferred by section 3 of the Bengal Muhammadan Marriages and Divorces Registration Act, 1876 (Bengal Act I of 1876), the Governor in Council is pleased to appoint Maulvi Saiyid Haibat Ali to be a Muhammadan Registrar within police-stations Nalhati and Muraroi, in the district of Birbhum, *vice* Maulvi Saiyid Hashmat Ali, deceased.

Birbhum.

No. 6883Regn.—The 25th August 1919.—In exercise of the power conferred by section 2 of the Kazis Act, 1880 (Act XII of 1880), the Governor in Council is pleased to appoint Maulvi Saiyid Haibat Ali to be the Kazi for the celebration of marriages and the performance of other rites and ceremonies within police-stations Nalhati and Muraroi, in the district of Birbhum, *vice* Maulvi Saiyid Hashmat Ali, deceased.

Birbhum.

No. 6990Regn.—The 26th August 1919.—In exercise of the power conferred by section 3 of the Bengal Muhammadan Marriages and Divorces Registration Act, 1876 (Bengal Act I of 1876), the Governor in Council is pleased to appoint Maulvi A. F. M. Serajul Haq temporarily to act as a Muhammadan Registrar within police-stations Ukhya and Teknaf in the district of Chittagong, during the absence, on leave, of Maulvi Abdur Rahman, or until further orders.

Chittagong.

No. 6991Regn.—The 26th August 1919.—In exercise of the power conferred by section 2 of the Kazis Act, 1880 (Act XII of 1880), the Governor in Council is pleased to appoint Maulvi A. F. M. Serajul Haq temporarily to act as the Kazi for the celebration of marriages and the performance of other rites and ceremonies within police-stations Ukhya and Teknaf in the district of Chittagong, during the absence, on leave, of Maulvi Abdur Rahman, or until further orders.

Chittagong.

M. C. MCALPIN,
Secy. to the Govt. of Bengal.

GENERAL DEPARTMENT.

NOTIFICATIONS.

No. 1405Edn.—The 23rd August 1919.—The Governor in Council is pleased to appoint Sir Jagadish Chandra Basu, KT., C.S.I., C.I.E., as Member and Vice-President of the Governing Body of the Presidency College, Calcutta, for the academic year 1919-20, in place of the Hon'ble Sir Nilratan Sarkar KT., resigned.

Calcutta.

No. 242Eccl.—The 20th August 1919.—In exercise of the power conferred on him by section 3 of Act V (B.C.) of 1881, the Governor in Council is pleased to appoint Mr. E. L. Watts to be a member of the Christian Burial Board for the town and suburbs of Calcutta, *vice* Mr. W. C. Madge, C.I.E., resigned.

Calcutta.

S. W. GOODE,
Offg. Secy. to the Govt. of Bengal.

CORRIGENDUM.

No. 1409Edn.—The 23rd August 1919.—Prefix "Khan Bahadur" to the name of Maulvi Ershad Ali Khan Chaudhuri of Natore" in notification No. 1000Edn., dated the 20th June 1919, under head "VII.—Rajshahi College," published in the *Calcutta Gazette* of the 25th June 1919.

S. W. GOODE,
Offg. Secy. to the Govt. of Bengal.

FINANCIAL DEPARTMENT.

NOTIFICATIONS.

No. 9541F.—The 21st August 1919.—In pursuance of rules 3 and 4 of the Bengal Legislative (Financial Statement) Rules, 1912, His Excellency the Governor is pleased—

(*a*) to direct that a Finance Committee of the Bengal Legislative Council be constituted for the purpose of discussing the Draft Financial Statement for 1920-21 and making proposals with reference thereto for consideration by the Government of Bengal, and

(*b*) to declare that the said Committee shall consist of twelve members, namely, six to be nominated by His Excellency the Governor, and six to be elected by the non-official members of the said Council.

No. 9542F.—The 21st August 1919.—In exercise of the power conferred by rule 4 (*2*) of the Bengal Legislative (Financial Statement) Rules, 1912, His Excellency the Governor is pleased to prescribe the following procedure for the election of six non-official members of the Finance Committee by the non-official members of the Bengal Legislative Council, in pursuance of Notification No. 9541F of this date:—

1. The election shall be made at a meeting of the non-official members of the Bengal Legislative Council to be held in Calcutta at such time and place as may be intimated to them by the Secretary to the Council by registered letter.

2. When sending such intimation, the Secretary shall invite each member to state, by registered letter, by a date to be fixed by the Secretary, whether he desires to stand for election.

3. The Secretary shall make a list of the names of all members who have, by the date so fixed, stated their desire to stand for election, and shall send a printed copy of such list by registered post to each non-official member one week at least before the date of the election.

4. The members present at the meeting shall elect one of their number to be Chairman and to preside over the election.

5. The Secretary shall attend the meeting, and shall deliver to each member present a printed list of the candidates for election.

6. Each member shall have six votes and may divide them among candidates at his discretion or may give all to any one candidate.

7. Each member present shall record his votes by entering in the printed list referred to in rule 5, against the name of each candidate for whom he wishes to vote, the number of votes he desires to give him.

8. (*1*) When the voting has been completed, the Secretary shall count the votes, and the Chairman shall announce the result to the meeting.

(*2*) When so counting the votes, the Secretary shall reject as invalid any printed list which has not been filled up in accordance with rules 6 and 7.

9. (*1*) If less than six candidates are elected, the Chairman shall invite the members present to vote again for as many candidates as may be required to make up that number.

(*2*) The Secretary shall then deliver to each member another copy of the printed list of candidates, after striking out the names of candidates who have already been elected.

(*3*) When further votes are invited under this rule—

(*a*) each member shall have as many votes as there are vacancies remaining to be filled, and may divide them among the candidates at his discretion, or may give all to any one candidate, and

(*b*) rules 7 and 8 shall apply.

10. The Secretary shall report the result of the election to the Local Government.

No. 214 T.S.R.—The 18th August 1919.—Babu Rasik Lal Ghosh, Sub-Inspector of Excise and Salt, Calcutta, is appointed to act as an Inspector of Excise and Salt until further orders.

Calcutta.

No. 2436S.R.—The 21st August 1919.—Mr. A. E. Smith, Inspector of Excise and Salt, now officiating as Superintendent of Excise and Salt, Pabna, is appointed to act as Superintendent of Excise and Salt, Midnapore, *vice* Mr. R. N. Thorpe transferred, or until further orders.

Pabna.
Midnapore.

No. 2437S.R.—The 21st August 1919.—Babu Sudhindra Narayan Ray, Probationary Superintendent of Excise and Salt, 24-Parganas, is appointed to act as a Superintendent of Excise and Salt, and is posted to Pabna, *vice* Mr. A. E. Smith transferred, or until further orders.

24-Parganas.
Pabna.

No. 2455S.R.—The 22nd August 1919.—Rai Sahib Ramani Mohan Mitra, Superintendent of Excise and Salt, employed as Personal Assistant to the Commissioner of Excise and Salt, Bengal, is appointed substantively *pro tempore* to be Deputy Commissioner of Excise and Salt, Distilleries and Warehouses, *vice* Mr. T. H. Kingdon deceased.

C. F. PAYNE,
Secy. to the Govt. of Bengal.

MEDICAL DEPARTMENT.

No. 2103Medl.—The 22nd August 1919.—Babu Prabhas Chandra Banarji, M.B., a passed student of the Medical College, Calcutta, is temporarily admitted into the service of Government as an Assistant Surgeon, with effect from the 5th August 1919.

Calcutta.

No. 2124Medl.—The 23rd August 1919.—Major R. Sharples, I.M.D., Deputy Superintendent, Campbell Medical School and Hospital, Calcutta, is allowed ordinary privilege leave for three months and additional privilege leave for three months, under articles 260 and 620(*a*), Civil Service Regulations, and the Government of India, Finance Department, order No. 168C.S.R., dated the 24th February 1919, with effect from the 1st September 1919, or from such date as he may avail himself of it.

Calcutta.

No. 2126Medl.—The 23rd August 1919.—Major D. S. Ollenbach, I.M.D., (retired) Medical Officer, Eastern Bengal Railway, Sealdah, is appointed temporarily to act as Deputy Superintendent of the Campbell Medical School and Hospital, during the absence, on leave, of Major R. Sharples, I.M.D.

Calcutta.

No. 2128Medl.—The 23rd August 1919.—First class Military Assistant Surgeon A. P. Lopez, Medical Officer, Eastern Bengal Railway, is transferred from Saidpur to Sealdah, in place of Major D. S. Ollenbach, I.M.D. (retired), appointed to act as Deputy Superintendent of the Campbell Medical School and Hospital.

Calcutta.

No. 2146Medl.—The 26th August 1919.—Lieutenant-Colonel F. O'Kinealy, I.M.S., Surgeon-Superintendent, Presidency General Hospital, Calcutta, is granted combined leave for six months under article 233 of the Civil Service Regulations, viz., ordinary privilege leave for twenty-eight days and additional privilege leave for two months and twelve days, under article 260 of the Civil Service Regulations and the Government of India, Finance Department, order No. 168C.S.R., dated the 24th February 1919, and furlough on medical certificate for the remaining period, under article 308 (*a*) of the Civil Service Regulations, with effect from the afternoon of the 16th August 1919.

Calcutta.

No. 2148Medl.—The 26th August 1919.—Major H. B. Steen, I.M.S., Professor of Midwifery, Medical College, Calcutta, and Obstetric Physician and Surgeon, Medical College Hospital, is appointed to act as Surgeon-Superintendent of the Presidency General Hospital, Calcutta, during the absence, on leave, of Lieutenant-Colonel F. O'Kinealy, I.M.S., or until further orders.

Calcutta.

No. 2152Medl.—The 26th August 1919.—Senior Assistant Surgeon Abinash Chandra Chatterjee, Officiating Civil Surgeon, Malda, is allowed privilege leave for a further period of two months, under article 260 of the Civil Service Regulations, in extension of the privilege leave for one month already granted to him in notification No. 1960 Medl., dated the 5th August 1919.

Malda.

C. F. PAYNE,
Secy. to the Govt. of Bengal.

NOTIFICATION.

No. 2109Medl.—The 21st August 1919.—It is hereby notified for general information that the Governor in Council is pleased to make the following amendment in the rules for the compounders' classes at the Campbell Medical School and the Dacca Medical School published under notification No. 1411Medl., dated the 7th July 1913, at pages 1093-95 of Part I of the *Calcutta Gazette* of the 9th idem, as subsequently amended, viz.:—

Add the following at the end of rule 4:—

"A fee of Rs. 2 shall be charged for this examination.

C. F. PAYNE,
Secy. to the Govt. of Bengal.

JUDICIAL DEPARTMENT.

No. 4715A.

APPOINTMENTS AND TRANSFERS.

No. 4567A.—The 19th August 1919.—In exercise of the powers conferred by sections 14 and 15 and the proviso to section 357 of the Code of Criminal Procedure, 1898 (Act V of 1898), the Governor in Council is pleased—

(*a*) to confer upon Babu Sachindra Nath Ray the powers of a Magistrate of the second class, in the district of Murshidabad, for a period of three years from the 8th September 1919, in respect to such cases as may be made over to him within the limits of the Jangipur subdivision of the said district,

Murshidabad.

(*b*) to direct that he shall, in addition to sitting singly, sit as a member of the Dhulian Bench in the said district, and

(*c*) to direct him to take down evidence in the English language.

Babu Sachindra Nath Ray is also vested, under section 190 (*1*) (*a*) and (*b*) of the Code of Criminal Procedure, with powers to take cognizance of cases under the Municipal by-laws and of cases under section 34 of Act V of 1861.

No. 4581A.—The 21st August 1919.—In exercise of the powers conferred by sections 14 and 15 and the proviso to section 357 of the Code of Criminal Procedure, 1898 (Act V of 1898), the Governor in Council is pleased—

Murshidabad.

(*a*) to confer upon Raja Bhupendra Narayan Sinha Bahadur the powers of a Magistrate of the second class, in the district of Murshidabad, for a period of three years from the 22nd August 1919, in respect to such cases as may be made over to him within the limits of the Lalbagh subdivision of the said district,

(*b*) to direct that he shall, in addition to sitting singly, sit as a member of the Lalbagh Bench in the said district, and

(*c*) to direct him to take down evidence in the English language.

24-Parganas.

No. 4620A.—The 23rd August 1919.—In exercise of the power conferred by section 14 of the Code of Criminal Procedure, 1898 (Act V of 1898), the Governor in Council is pleased to confer upon Major C. F. Vines, R.A., the powers of a Magistrate of the third class, in the district of the 24-Parganas, for a period of three years from the date of this notification.

No. 4631A.—The 25th August 1919.—In exercise of the powers conferred by sections 14 and 15 and the proviso to section 357 of the Code of Criminal Procedure, 1898 (Act V of 1898), the Governor in Council is pleased—

Faridpur.

(*a*) to confer upon each of the gentlemen, named below, the powers of a Magistrate of the third class, in the district of Faridpur, for a period of three years from the date of this notification, in respect to such cases as may be made over to him within the limits of the Goalundo subdivision of the said district,

(*b*) to direct that he shall, in addition to sitting singly, sit as a member of the Goalundo Bench in the said district, and

(*c*) to direct him to take down evidence in the English language :—

Babu Trailokya Nath Shaha.
" Satish Chandra Datta.

Rajshahi.

No. 4707A.—The 26th August 1919.—In exercise of the powers conferred by sections 14 and 15 and the proviso to section 357 of the Code of Criminal Procedure, 1898 (Act V of 1898), the Governor in Council is pleased—

(*a*) to confer upon Babu Ashutosh Mallik the powers of a Magistrate of the third class, in the district of Rajshahi, for a period of three years from the date of this notification, and

(*b*) to direct him to sit as a member of the Sadar Bench in the said district, and

(*c*) to direct him to take down evidence in the English language.

POWERS.

Rangpur.

No. 4570A.—The 20th August 1919.—In exercise of the power conferred by sub-section (*1*) of section 565 of the Code of Criminal Procedure, 1898, the Governor in Council is pleased to empower Babu Subodh Chandra Mitra, a Magistrate of the first class, in the district of Rangpur, to order, at the time of passing sentence of imprisonment on any person referred to in that sub-section, that the residence or change of residence of such person after release shall be notified as provided by the rules made under sub-section (*3*) of the section.

24-Parganas.

No. 4572A.—The 20th August 1919.—Babu Gunamay Chatarji, Deputy Magistrate, Diamond-Harbour, 24-Parganas, is vested with the power to try summarily the offences mentioned in section 260 of the Code of Criminal Procedure.

Rajshahi.

No. 4574A.—The 20th August 1919.—Mr. Basanta Kumar Mukharji, Deputy Magistrate, Nator, Rajshahi, is vested with powers under section 110 of the Code of Criminal Procedure.

No. 4579A.—The 21st August 1919.—Babu Bimal Chandra Sinha, Deputy Magistrate, Midnapore, is vested with the power to try summarily the offences mentioned in section 260 of the Code of Criminal Procedure.

Midnapore.

No. 4589A.—The 22nd August 1919.—In exercise of the powers conferred by section 14 of the Code of Criminal Procedure, 1898 (Act V of 1898), the Governor in Council is pleased to confer upon Babu Srinath Acharji Chaudhuri the powers of a Magistrate of the third class, in the district of Mymensingh, for the period during which he has been directed to sit at Muktagacha, in respect to such cases under the Acts noted in the margin occurring within the municipality of Muktagacha, in the Sadar subdivision of the said district, as may be made over to him sitting at Muktagacha.

Mymensingh.

Bengal Public Gambling Act (Bengal Act II of 1867); Bengal Municipal Act, 1884 (Bengal Act III of 1884).

No. 4613A.—The 23rd August 1919.—Maulvi Chaudhuri Afsar Ali, Deputy Magistrate, Rajshahi, is vested with the powers of a Magistrate of the second class.

Rajshahi.

J. H. KERR,
Chief Secy. to the Govt. of Bengal.

LEAVE.

No. 3683J.—The 14th August 1919.—Babu Banku Bihari Chatarji, additional munsif of the district of the 24-Parganas, now employed at Basirhat, is allowed leave from the 1st April to the 28th June 1919 (both days inclusive), *viz.*, one month and fourteen days under article 271 of the Civil Service Regulations, and the remaining period under articles 233 and 336 of the Regulations, in supersession of the orders of the 9th April, 7th May and 12th June 1919, granting him leave.

24-Parganas.

J. F. GRAHAM,
Offg. Secy. to the Govt. of Bengal.

NOTIFICATIONS.

No. 3587J.—The 23rd August 1919.—In exercise of the powers conferred by section 50 and sub-section (*4*) of section 58 of the Administrator General's Act, 1913 (III of 1913), read with section 21 of the General Clauses Act, 1897 (X of 1897), and Home Department notification No. 978, dated the 27th September 1917, the Governor in Council is pleased to make the following amendment in the rules issued with Home Department notification No. 1825C., dated the 13th March 1914, for the Presidency of Bengal, excluding the territories removed from that Presidency by notification No. 1823C., dated the 13th March 1914:—

In Schedule II the following shall be *added*:—

16. Register of mortgages—This book shall contain the following information:—(1) Name of mortgagor, (2) name of estate, (3) nature of the mortgaged property, (4) value of the mortgaged property based on municipal assessment / as valued by a professional', (5) date of mortgage, (6) amount of principal, (7) rate of interest, (8) period of interest, (9) amount of interest, (10) bill number, (11) date of realisation of interest, (12) repayment of principal by the mortgagor:—

Date.	Amount repaid.	Balances, if any, of the amount of the loan.	Date from which interest runs on the balance of the loan after part-payment of the principal.

(13) Fixed date of the redemption of the mortgage, (14) Remarks—Here will be entered any remarks relating to action taken, if any, or any other information for which no columns have been provided.

No. 3589J.—The 23rd August 1919.—In exercise of the powers conferred by section 30 and sub-section (*4*) of section 31 of the Official Trustees Act, 1913 (II of 1913), read with section 21 of the General Clauses Act, 1897 (X of 1897), and Home Department notification No. 979, dated the 27th September 1917, the Governor in Council is pleased to make the following amendments in the rules issued with Home Department notification No. 1826C., dated the 13th March 1914, for the Presidency of Bengal, excluding the territories removed from that Presidency by notification No. 1824C., dated the 13th March 1914 :—

For paragraph IX *substitute* the following :—

IX—Register of mortgages—This book shall contain the following information :—(1) name of mortgagor, (2) name of estate, (3) nature of the mortgaged property, (4) value of the mortgaged property $\frac{\text{based on municipal assessment}}{\text{as valued by a professional}}$, (5) date of mortgage, (6) amount of principal, (7) rate of interest, (8) period of interest, (9) amount of interest, (10) bill number, (11) date of realisation of interest, (12) repayment of principal by the mortgagor :—

Date.	Amount repaid.	Balance, if any, of the amount of the loan.	Date from which interest runs on the balance of the loan after part payment of the principal.

(13) fixed date of the redemption of the mortgage, (14) remarks—Here will be entered any remarks relating to action taken, if any, or any other information for which no columns have been provided.

J. F. GRAHAM,
Offg. Secy to the Govt. of Bengal.

POLITICAL DEPARTMENT.

POLITICAL.

NOTIFICATION.

No 10346P.—The 20th August 1919.—In exercise of the powers conferred by sub-sections (*1*) and (*2*) of section 4 of the Defence of India (Criminal Law Amendment) Act, 1915 (IV of 1915), and with reference to notification No. 3331P.D., dated the 14th September 1917, the Governor in Council is pleased to appoint the persons named below to be Commissioners for the trial of all persons accused in the Rajshahi Division, except the Jalpaiguri district, of anything which is an offence in virtue of rules 5 and 6 of the rules made under section 2 of the said Act, and published under the Government of India, Legislative Department notification No. 86, dated the 9th December 1915.

Jalpaiguri.

2. The Governor in Council is also pleased, in exercise of the power conferred by rule 2(*a*) of the rules made under section 10 of the same Act (published under notification No. 1198P.D., dated the 2nd June 1915), to nominate Mr. R. R. Garlick, I.C.S., to be the President of the Bench of Commissioners of which he is hereby appointed a member :—

Mr. R. R. Garlick, I.C.S., District and Sessions Judge, Dinajpur, Jalpaiguri and Darjeeling ... *President.*
Babu Banmali Bagchi, Deputy Magistrate ... } *Members.*
" Jogesh Chandra Khashnavis, Pleader ... }

3. The Government of Bengal, Political Department, notification No. 3332P.D., dated the 14th September 1917 (as subsequently amended), in so far as it relates to the Rajshahi Division, is hereby cancelled.

J. H. KERR,
Chief Secy. to the Govt. of Bengal.

POLICE.

NOTIFICATION.

No. 3143P.J.—The 26th August 1919.—In exercise of the power conferred by section 11 of the Indian Motor Vehicles Act, 1914 (VIII of 1914), read with section 21 of the General Clauses Act, 1897 (X of 1897), the Governor in Council is pleased to make the following amendment in the rules regulating the use of motor vehicles in places in the Bengal Presidency other than Calcutta (including suburbs) and the municipality of Howrah (published under Political Department notification No. 12667P., dated the 3rd October 1917, at pages 1588-1597 of Part I of the *Calcutta Gazette* of the same date) :—

Amendment.

After clause (*11*) of rule 1 in Part I of the said rules (Preliminary) *insert* the following, namely :—

"(*12*) 'Magistrate of the district' and 'District Magistrate' include a Subdivisional Magistrate who may be specially authorized by Government to exercise the powers of a 'District Magistrate' under these rules."

J. H. KERR,
Chief Secy. to the Govt. of Bengal.

JAILS.

NOTICE.

No. 3109P.J.—The 22nd August 1919.—The Committee appointed to investigate the system of prison administration in India have prepared a paper of interrogatories, printed copies of which are available in the office of the undersigned. Anybody who wishes to furnish written answers to the questions and other cognate matters not contained in the paper of interrogatories should do so before the 15th October 1919. The interrogatories are reproduced below :—

PAPER OF INTERROGATORIES.

Classification of Jails.

I.—(*a*) Do you approve of the system of classifying jails in India on the basis of prison population or accommodation and of basing the pay of Superintendents on such classification?

(*b*) What maximum would you fix to the accommodation to be provided for in—

(i) a central jail,
(ii) a district jail?

Jail Construction.

II. Have you any recommendations to make on the subject of jail construction in India?

Superintendence of Jails.

III. (*a*) Have you any experience of the plan of promoting officers of the jailor grade to the post of Superintendent of a jail; if so, how far, in your judgment, has it been successful?

(*b*) Are you in favour of entrusting to medical men the superintendence of (*a*) central jails, (*b*) district jails? If so, what remarks have you to make regarding the recruitment of Medical Superintendents in the past? If not, what other method of recruitment of Superintendents would you recommend?

Jail Establishment.

IV. (*a*) Do you consider that the scale of remuneration for the several classes of jail officers in your province is adequate? Have you any suggestions to make on the subject?

(*b*) What is the scale of warder establishment in your province? Have you any suggestions to make regarding it?

(*c*) Do you consider that the rate of pay and other conditions of the warders' service are satisfactory and secure a suitable class of man? If not, what would you suggest?

Police.

V. Have the police any part in the guarding of the jails in your province? Have you any recommendations to make on the subject?

Medical arrangements in Jails.

VI. Are you satisfied with the arrangements for the medical care and nursing of sick prisoners in the jails in your province? Have you any suggestions to make on this question?

Jail Offences.

VII. Have you any views to express regarding restraint and punishment of prisoners for jail offences?

Convict Officers.

VIII. Do you approve of the system of employing convicts as convict officers? What are your recommendations?

Labour for Prisoners.

IX. (*a*) Do you approve of the present methods of providing labour for prisoners, and have you any criticisms or suggestions to offer on the subject?

(*b*) Do you consider that the employment of power-driven machinery in jails is justifiable; if so, under what conditions and with what limitations?

Remissions of Sentence.

X. What are your views upon the system by which remissions of sentence are granted? Do you consider that the system should be extended so as to cover shorter sentences than at present?

Letters and Visits.

XI. Have you any suggestions to make regarding the rules in your province regulating (*a*) the receipt and writing of letters by prisoners, (*b*) interviews with prisoners?

Cellular and Association Systems.

XII. Are you in favour of prisoners being separated at night in a separate cell for each individual, or would you retain the system of association wards?

Separate Confinement.

XIII. Are prisoners in your province subjected to a period of separate confinement as an ordinary incident of a sentence of imprisonment, in accordance with English practice? If so, for how long? Do you approve of the existing rules on this subject, and have you any suggestions to make either as regards those rules or as to the method of carrying out the period of separate confinement?

Special Class of Offenders.

XIV. Are you in favour of creating a division or class of offenders, which should be entitled to special treatment in jails? If so, specify as accurately as possible the offences or classes of offences that you would include in such a division, and the nature of the special treatment that you would advocate.

Classification of Prisoners.

XV. (*a*) Have you any views to express upon the classification of prisoners into habituals and non-habituals, as at present in force in the jails in your province? Do you think that this or any such classification should be made by the Courts or by the jail authorities?

(*b*) Would you advocate the collection of habitual offenders, as far as possible, in one or more jails to which casual offenders should not ordinarily be sent?

XVI. Have you any special remarks to offer in regard to the jail rules in force in your province for the treatment of—

(*i*) civil prisoners,
(*ii*) under-trial prisoners,
(*iii*) female prisoners,
(*iv*) juvenile prisoners,
(*v*) condemned prisoners?

Simple Imprisonment.

XVII. Do you consider it desirable that prisoners, sentenced to simple imprisonment, should be exempt from all labour, or should they be liable to labour, as in England?

Weak-minded Prisoners.

XVIII. Would you recommend any special measures wtth regard to weak-minded prisoners, and if so, what are your suggestions?

Transportation.

XIX. What is your opinion of transportation as a method of dealing with criminals, with reference to (*a*) its deterrent effect, (*b*) its reformative influence? Do you consider that the system of transportation to the Andamans should be retained, with or without modifications?

Fine.

XX. (*a*) Are the existing provisions of law and rules relating to the payment of fine in your opinion satisfactory? If not, what changes would you suggest?

(*b*) In the case of persons sentenced to imprisonment in default of payment of fine and with no substantive sentence of imprisonment, would you advocate that the Courts should be either required or allowed, before the offender is committed to jail, to grant time for payment of fine, and, if so, would you permit such payment to be made by instalments?

Solitary Confinement.

XXI. What is your view of the value, as a deterrent, of solitary confinement when imposed by a judicial sentence?

"Preventive Detention" and the Indeterminate Sentence.

XXII. (*a*) Are you in favour of the system of "preventive detention" for habitual offenders, as practised in the United Kingdom? If so, would you make the period of detention indeterminate or would you fix a maximum and minimum, and in the latter case what periods would you suggest?

(*b*) If you are in favour of the system of "preventive detention," do you think that it should be applied to all habitual offenders?

(*c*) Do you think that "preventive detention" (if adopted) should take the place of the system of notification of address under section 565 of the Code of Criminal Procedure, or should it be in addition to that system?

XXIII. Do you advocate the adoption in any other respect of the principle of the indeterminate sentence, and if so, in what respect and subject to what rules and conditions?

Release on Probation.

XXIV. Do you favour the release on probation of first offenders or of any particular class of first offender? If so, what would you suggest, and what machinery would you provide for the supervision of the offender during the period of probation? Or would you advocate the system of suspension of sentence after conviction?

Short Sentence.

XXV. Do you think that short sentences of imprisonment, *i.e.*, for one month and under, are calculated (1) to deter, (2) to reform? If not, what substitutes would you suggest?

Imprisonment in General.

XXVI. (*a*) Do you consider that imprisonment, as at present carried out, is deterrent, and do you advocate its being made more or less severe? And if so, how?

(*b*) Have you any reason to think that jail conditions, as they at present exist, are such as to reform and reclaim a prisoner, or the contrary?

Reformatory Influences in Jails.

XXVII. (*a*) Have you any suggestions to offer regarding further reformatory influences that might be brought to bear upon prisoners in jail?

(*b*) Would you advocate more extended use of any of the following, namely, elementary general education, instruction in handicrafts, supply

of books for reading, drill and gymnastics, moral and religious instruction? If your answer is affirmative, please explain the methods you would suggest.

Children.

XXVIII. Do you advocate the introduction in India of the system of Children's Courts, as worked in England and the United States, and of the methods of dealing with children brought before those Courts, *e.g.*, binding over, probation, committal to industrial and reformatory schools, etc.? What should be the maximum age under which a young person should be regarded as a child?

Releasing of Juvenile (or other) prisoners.

XXIX. Have you any experience of the system of releasing juvenile (or other) prisoners on condition of undergoing the remainder of their sentences in an approved industrial home or other similar institution, or under the supervision of a society? Have you any suggestions to make regarding the working of this system?

Borstal Institutions.

XXX. Are you in favour of separate institutions on the Borstal plan for the detention of adolescent prisoners? If so, what minimum period of detention would you fix and within what age-limits should such prisoners be liable to detention in Borstal institutions?

After-care.

XXXI. Is there any organisation for the after-care of Borstal inmates in your province? If so, please describe fully its methods of working. Have you any recommendations to make on the subject?

Prisoners' Aid Societies.

XXXII. (*a*) Is there any society for aiding released prisoners generally in your province? If so, do you consider that its operations are adequate and successful, and have you any suggestions to make for its improvement?

(*b*) Do you think that such a society should be assisted financially by the Government and, if so, what conditions would you impose? How is the society (if any) in your province financed?

Visitors.

XXXIII Have you any suggestions to offer regarding the inspection of jails by visitors, official or non-official?

Criminal Tribes.

XXXIV. (*a*) Are there any settlements for criminal tribes in your province under the Criminal Tribes Act, 1911? If so, have you any suggestions to make regarding the working of those settlements? To what agency has the control of those settlements been entrusted, and has it been satisfactory?

(*b*) In the criminal settlements in your province what provision is made for the separation of juveniles from adults? Would you be in favour of the complete removal of children from their parents if the latter belong to a criminal tribe?

J. H. KERR,
Chief Secy. to the Govt. of Bengal.

PUBLIC WORKS DEPARTMENT.

ESTABLISHMENT.

The 23rd August 1919.

No. 80.—Babu Jatindra Nath Mallik, Assistant Engineer, is, on return from leave, appointed to officiate as Executive Engineer of the Third Calcutta Division until further orders.

C. P. WALSH,
Secy. to the Govt. of Bengal.

MARINE DEPARTMENT.

The 25th August 1919.

No. 107 Marine.—The following draft of a notification which, in exercise of the power conferred by section 10 of the Indian Merchant Shipping Act, 1859 (Act I of 1859), the Governor in Council proposes to issue is published for the information of persons likely to be affected thereby.

2. The draft will be taken into consideration on or after the 27th September 1919, and any objection or suggestion with regard thereto, which may be received by the undersigned before that date, will be duly considered.

Draft Notification.

In exercise of the power conferred by section 10 of the Indian Merchant Shipping Act, 1859 (I of 1859), and with the previous sanction of the Governor-General in Council, the Governor in Council is pleased to make, in supersession of the previous rules on the subject, the following rules for the conduct of examinations for Masters and Mates of Foreign-going ships and Home-trade ships and as to the qualifications to be required.

2. Notification No. 113 Marine, dated the 14th November 1910, as subsequently amended, is hereby cancelled.

F. A. A. COWLEY,
Secy. to the Govt. of Bengal.

REGULATIONS RELATING TO THE EXAMINATION OF MASTERS AND MATES.

CHAPTER I.

GENERAL RULES.

1. **Authority for Regulations.**—These regulations are issued in pursuance of Act I of 1859, as amended by Act V of 1883.

By sections 9 and 10 of that Act provision is made for holding examinations for the grant of certificates of competency and power is given to the Local Government with the sanction of the Governor-General of India in Council to make rules for the conduct of such examinations and the qualifications of the applicants.

In accordance with section 13 of the same Act no foreign-going ship* or home-trade ship* of a burden exceeding 300 tons is allowed to go to sea from any port in India, unless the master and one officer besides the master have obtained and possess valid and appropriate certificates either of competency or service under that Act or under the Merchant Shipping Act, 1894, and whoever, having been engaged to serve as Master or Mate, goes to sea as afore aid as such Master or Mate, without being at the time entitled to and possessed of such a certificate, and whoever employs any person as such Master or Mate without ascertaining that he is at the time entitled to and possessed of such certificate is, for each such offence, liable to a penalty of Rs. 500.

2. **Time and place of examinations.**—The times and places at which examinations are held are shown in Appendix A.

3. **How to apply.**—Candidates for examination must fill up a form of application (Form Exn. 2.) at the Port Office. The form, properly filled in, together with the candidate's testimonials and discharges, must be lodged with the Port Officer, Calcutta, not later than the day before the day of examination ; and the candidate must conform to any regulations in this respect which may be laid down by the Local Government. The discharges and testimonials should be handed in, together with the form of application, as many days as possible before the date of the examination which the candidate desires to attend. In the absence of the necessary verification the candidate cannot be examined.

The Examiner should be particularly careful to ascertain that there are no gaps in the candidate's service which are not properly accounted for, before he is allowed up for examination.

* "Foreign-going ship" includes every ship employed in trading between any port of the territories which are or may become vested in His Majesty by the Statute 21 and 22 Vic., C. 106, entitled "An Act for the Better Government of India," and any port or place not in the said territories, nor on the Continent of India, nor in the Straits Settlements, nor in the Island of Ceylon; and "Home Trade Ship" includes every ship employed in trading between any ports of the said territories, or between any port of the said territories and any port or place on the Continent of India or in the Straits Settlements or in the Island of Ceylon.

4. **How to apply in special cases.**—In cases where a candidate is in doubt whether his service complies with the Regulations, and wishes to submit his case for special consideration, all certificates, discharges, and testimonials, together with the form of application*, properly filled in, should be submitted to the Port Officer. If necessary the officer will, after seeing that all the required information is clearly set forth in the papers, forward them with his observations to the Local Government for decision.

5. **Inquiries.**—All other inquiries regarding examinations should be made and dealt with in the same way. The point on which information is sought should be clearly stated, and certificates, discharges, testimonials, etc., should be forwarded when they are material to the inquiry.

6. **Nature of service determined by actual position on board ship.**—Sea service, in the foreign or home trade, cannot be regarded as qualifying for examination for certificates of competency unless it can be verified by reference to the articles of the ship on which it was performed, *e.g.*, service claimed by testimonial or otherwise to have been as Mate when the actual rating as shown by the articles was only that of boatswain or other petty officer will not be accepted where officer's service is required. Where service as First (or Second) Mate is required to qualify for examination the candidate must actually have held the executive position next (or next but one) to the Master.

Candidates who represent themselves as having served in a higher capacity than that actually held in the ship render themselves liable to prosecution.

In this connection examiners should remember that it has been a common practice for officers to be rated on ship's articles as "Second Mate," although in reality they were only Third or Fourth Mates and acted in one of those positions on board ship.

In every case where a candidate for a Master's certificate of competency claims service as Second Mate, he should be requested to make a declaration in Divn. H of the Form Exn. 2, to the effect that during his service as Second Mate he had only one officer over him, or if more than one, that a Third and Fourth Mate were also carried.

If the service claimed is as "auxiliary Second Mate" the candidate should be required to state the number of officers serving in a junior capacity.

A candidate with First Mate's service should make a declaration that he was the senior officer under the Master, or if not, he must comply with the requirements of rule 84, as it has been found that in some cases the second mate has been signed on the articles as First Mate, the proper First Mate being called chief officer simply for examination purposes.

It must be clearly understood that the amount of service laid down in the Regulations for each grade of certificate of competency is the absolute minimum that can be accepted, and unless a candidate can show the full amount he must in no case be allowed up for examination.

7. **Age.**—Should any doubt exist as to the age of a candidate he will be required to produce a certificate of birth.

8. **Testimonials required.**—Testimonials to character, including sobriety, and to experience and ability, on board ship for at least the last twelve months of sea service preceding the date of application to be examined, will be required of all candidates, and without producing them no person will be examined.

9. **Penalty for misconduct.**—Candidates who have neglected to join their vessels after having signed articles, or who have deserted their vessels after having joined, or who have been found guilty of gross misconduct on board, will be required to produce satisfactory proofs of two years' subsequent service and good conduct at sea, unless the Local Government, after having investigated the matter, should see fit to reduce the time.

10. **Deafness and other physical and mental disabilities.**—If during the progress of the examination the examiner finds that a candidate is afflicted with deafness, with an impediment in his speech, or with some other physical or mental infirmity, and he is satisfied upon further investigation that the degree of deafness or of the impediment or other infirmity is such as to render the candidate incompetent to discharge the ordinary duties of a Mate or Master at sea, he should not allow the candidate to complete his examination and should return his examination fee; but every case in which this action is taken must be reported to the Port Officer.

If the candidate subsequently produces a medical certificate to the effect that his hearing, speech, or physical or mental condition has improved, the Port Officer will take into consideration the question of allowing the candidate to sit again for examination.

11. **Foreigners must know English.**—Foreigners must prove to the satisfaction of the examiners that they can speak and write the English language sufficiently well to perform the duties required of them on board a British vessel. If a candidate fails for ignorance of the English language he will not be re-examined until after a lapse of six months. In the case of candidates for Home Trade certificates, the certificates of Asiatics who may not be able to speak English shall be endorsed to the effect that they are valid only for vessels manned and officered entirely by Asiatics.

* Form Exn. 2, which can be obtained at Port Office.

12. **Issue of certificate.**—If the candidate passes he will receive a form (Form Exn. 16) authorising the Port Officer to whom it is addressed to issue the certificate. It is, therefore, important that the port at which the certificate is to be issued should be the same on both the form Exn. 16 and the form Exn. 2. If circumstances should make any alteration necessary, the examiner should see that it is made in both forms, otherwise delay in the issue of the certificate may be caused.

13. **Service found to be insufficient.**—If after a candidate has passed the examination it is discovered on further investigation that his services are insufficient to entitle him to receive a certificate of the grade for which he has passed, the certificate will not be granted to him; but if the Local Government is satisfied that the error in the calculation of the candidate's services did not occur through any fault or wilful misrepresentation on his part, he may either have the fee returned to him or have it placed to his credit. Should his services entitle him to a certificate of a lower grade it may be granted to him, and the difference, if any, between the fee paid by him for the superior certificate and the fee payable for the inferior certificate will be returned to him or placed to his credit. The superior certificate will not be granted until the candidate has performed the amount of service in which he was deficient, and has been re-examined in all the subjects, unless the Local Government see fit to dispense with the re-examination.

14. **Failure in Examination.**—In all cases of failure the candidate must be examined anew. If a candidate fails in Seamanship he will not be re-examined until after a lapse of six months. Whether the whole or part of this period must be served at sea must depend upon the subjects in Seamanship in which the candidate failed, but the amount of further sea service to be required will be left to the discretion of the examiner.

15. **Examiner's Report.**—The examiner, in making his report on the form Exn. 14, should state what amount, if any, of further sea service the candidate must perform, and he should also insert this information in the form Exn. 2.

16. **Failure in Navigation.**—If a candidate fails three times in Navigation within three months, he will not be re-examined until after a lapse of three months from the date of the last failure.

17. **Failure in Extra Examinations.**—Candidates for Extra certificates will not be allowed to present themselves for examination more than three times within a period of twelve months.

18. **Candidates failing may be examined for certificate of lower grade.**—If a candidate fails in his examination for an Ordinary certificate, and the subjects in which he has failed are not included in the syllabus prescribed for a certificate of a lower grade, he may, if he so desires, be examined for the lower grade certificate without further formal application or payment of fee, but he will be required to complete the whole of the work prescribed for such lower grade.

If a candidate fails for the Extra certificate, he may also, without further formal application or payment of fee, proceed with the examination for the Ordinary certificate, but, in this case, the whole of the examination prescribed for the lower grade will have to be completed irrespective of any work which may have been done under examination for the Extra certificate. The subsequent examination for the lower grade may, if time permits, be taken during the current week, but in that case a special set of problems should be supplied to the candidate; should the time be insufficient, the candidate will be allowed to sit at the next following examination.

No part, however, of the fee he has paid will be returned to him, and on presenting himself, when qualified, for re-examination for the higher certificate, he will be required to pay again the full fee for the examinations.

19. **Failure in Seamanship.**—If a candidate fails in Seamanship so far as regards the management of square-rigged sailing vessels, in his examination for an Ordinary certificate, he may, if qualified as to service, without further formal application or further payment of fee, proceed with the examination for a certificate of competency for foreign-going steamships, or for fore and aft rigged vessels. And if a candidate fails in the same manner in his examination for an Extra Master's certificate, he may, under the same conditions as above, proceed with the examination for an Extra certificate for steamships.

20. **Fee always paid first.**—Candidates for examination, in making their application on form Exn. 2, will be required to pay the examination fee before any step is taken in the way of inquiring into their services or testing their qualifications. If the candidate is found not to be eligible the fee will either be returned to him or placed to his credit until he is eligible.

21. **Where to pay fees.**—The fee for examination must be paid to the Port Office. If a candidate offers a gratuity to any officer of the Department, he will be regarded as having committed an act of misconduct, and will be rejected, and not allowed to be again examined for twelve months either at the port where the offence was committed, or at any other port.

22. **Fee not returned on failure.**—If a candidate fails to pass the examination no part of the fee will be returned to him.

23. **Table of fees.**—The fees are as follows:—

FOR FOREIGN-GOING SHIPS.

	RS. A. P.
Second Mate	15 0 0
First or Only Mate—	
If previously possessing an inferior certificate, either granted by the Board of Trade, or by the Government of a British possession under Order in Council ...	7 8 0
If not	15 0 0
Master	30 0 0
Where a candidate is in possession of a certificate for fore and aft rigged vessels, and requires an Ordinary or a Steamship certificate of the same grade; or where a candidate is in possession of a Steamship certificate, and requires an Ordinary certificate of the same grade	Half the usual fee.
Where a candidate is in possession of a Colonial certificate for foreign-going ships, not granted under Order in Council; or of a provisional certificate of qualification obtained after examination on board one of His Majesty's ships; and requires a colonial certificate issued by the Government of Bengal of same grade; for first attempt ...	No fee.
Every subsequent attempt	Usual fee.

FOR HOME TRADE SHIPS.

Mate	7 8 0
Masters	15 0 0

VOLUNTARY EXAMINATIONS.

Voluntary examination in Steam	15 0 0
Voluntary examination in Compass Deviation	15 0 0
Voluntary examination in Signalling; if taken at the same time as the examination for a certificate of competency ...	No fee.
If taken at any other time	15 0 0

FOR YACHTS.

Master	30 0 0

NOTE.—No abatement will be made in the fee charged to a candidate for a certificate for foreign-going ships in consequence of his possessing a Master's or Mate's certificate for home trade passenger ships.

24. **Copy of Lost Certificate.**—An applicant for a certified copy of a lost Certificate either of Competency or Service, must fill in a form of application, Exn. 23, giving the particulars required, and hand it to the Port Officer of Calcutta. A declaration as to the circumstances in which the certificate was lost must be made by the applicant before the Port Officer who will forward a certified copy of the lost certificate to the applicant.

25. **First Aid to the Injured.**—(*a*) Every candidate for a Certificate of Competency of any grade as Master or Mate will be required to produce a certificate issued by the St. John's Ambulance Association, the St. Andrew's Ambulance Association, the St. Patrick's Ambulance Association, the British Red Cross Society, the London County Council, the Glamorgan County Council, the Leith Technical College or other approved body or by a Medical Officer of one of His Majesty's ships, to the effect that he has passed examination in First Aid to the injured.

(*b*) The certificate must be an adult certificate, *i.e.*, obtained by the candidate when sixteen years of age or more, and (except in the circumstances indicated in rule 130) the examination for it must have been passed not more than three years before the date of the examination for the certificate of competency. Certificates issued by the St. John's Ambulance Association more than three years before the examination for a certificate of competency will, however, be accepted, provided that, at the expiration of three years since its issue, the certificate has attached to it the "Voucher" or "Label" of the Association certifying that the holder has passed re-examination in First Aid.

(*c*) If a candidate does not possess such a certificate of proficiency in First Aid he should apply some time before he wishes to sit for examination for a certificate as Master or Mate to the local secretary of one of the approved Associations, who will inform him of the available facilities for the instruction and examination of candidates in First Aid. A list of the names and addresses of the local secretaries of the Associations is given in Appendix C.

(*d*) Besides the courses of instruction which are provided on shore at the ports in the United Kingdom, at which examinations for certificates as Master and Mate are held, courses of instruction given by qualified surgeons on board merchant vessels will be accepted by the St. John's Ambulance Association as qualifying the candidate for examination for their certificate of proficiency in First Aid, provided the surgeon certifies that he has followed the syllabus of instruction laid down by the Association.

(*e*) The St. Andrew's Ambulance Association will also accept instruction by a ship's surgeon on board ship as qualifying a candidate for examination for their certificate of proficiency in First Aid, provided their syllabus is followed. In this case the candidate must previously have enrolled and obtained an attendance card, by applying to the local secretary of the Association, or to the head office at 176, West Regent Street, Glasgow.

(*f*) It will not be necessary for the candidate for a certificate as Master or Mate in all cases to produce the formal certificate of proficiency in First Aid issued by the Associations. In order to prevent delay in proceeding with the examination for the certificate as Master or Mate and in the issue of the certificate to successful candidates, the special Mercantile Marine linen Certificate issued by the St. John's Ambulance Association and duly signed by the Lecturer, the Surgeon Examiner, and the Association's local representative, or, in Scotland, a certificate signed by the Local Examiner of the St. Andrew's Ambulance Association, to the effect that the candidate has passed the examination for a Certificate of proficiency, may be accepted as showing that the candidate possesses the required knowledge of First Aid.

26. **Sight Tests.**—(*a*) Every candidate for a certificate of competency must pass the prescribed sight tests before a certificate can be issued to him. If circumstances render it necessary for him to proceed with the examination in navigation and seamanship before undergoing the sight tests, he should be informed that the examination in navigation and seamanship will be cancelled in the event of his failure to pass either of the sight tests.

(*b*) **Form vision test.**—Every candidate for a certificate must pass the form vision test. If he obtained a certificate of competency before January 1st, 1914, he will only be required to possess half normal vision using both eyes together. Otherwise he must pass a higher standard, viz., normal vision using both eyes or either eye separately.

Any candidate who has obtained his first certificate under these conditions may obtain his higher certificates, provided that he has normal vision using both eyes or either eye separately.

Detailed information with regard to the conduct of the examination and the standards required is contained in Appendix I.

(*c*) **Colour vision test.**—Every candidate must undergo the colour vision test on every occasion on which he presents himself for examination for his first certificate of competency; but, if he then passes, he will not be required to undergo the colour vision tests on any subsequent occasion.

No person who holds a certificate of competency should be examined in colour vision.

(*d*) A candidate who fails to pass the prescribed form vision test may present himself for re-examination at intervals of three months. A candidate who fails to pass the colour vision test cannot be re-examined. In the case of a candidate who is referred for further examination the Port Officer will make arrangements for a special examination. It is also open to any candidate who is adjudged to have failed in the colour vision test to appeal to the Local Government, who may, if they think fit, remit the case to a special body of examiners for decision.

(*e*) The Local Government will repay, at a rate which will be notified to the candidate, the travelling expenses of any candidate who is referred for further examination, as well as the travelling expenses of any candidate who, having appealed against failure, is reported by the Special Examiners to have passed. No payment whatever will be made towards the expenses of candidates who, upon their own application, are examined by the Special

Examiners, and are reported by them to have failed, unless the Local Government consider that the particular circumstances of the case justify such payment.

(*f*) When a candidate fails to pass the colour vision test, the Examiner will point out to him the conditions under which he can appeal. Appeals are to be made through the Port Officer, and forwarded to Local Government with the Examiner's remarks.

(*g*) Only Examiners who have themselves passed the colour vision tests are to undertake the local examinations.

(*h*) The fee paid for examination for a certificate of competency includes the fee of one rupee for examination in form and colour vision, and if the candidate fails to pass those tests, this fee will, with the exception of one rupee, be returned to him.

(*i*) No additional fee will be charged to any candidate referred for special examination, or for the special examination allowed to a candidate who appeals against failure. If, however, a candidate, who has been reported by the Special Examiners as having failed, is still dissatisfied, it will be open to him, if he so desires, to present himself for a second special examination on payment of a fee of rupees seventy-five, provided that he brings with him a friend to witness the examination.

This second examination will, however, be entirely voluntary, and will form no part of the examination for a certificate of competency. The Local Government will, however, give consideration to the result of such examination in determining whether a certificate shall be granted.

The sight tests are open to all persons serving or intending to serve in the Mercantile Marine or in fishing vessels, and all such persons recommended to take the earliest opportunity of ascertaining whether their vision is such as to qualify them for service in that profession. Any such person, if desirous of undergoing the tests, must make application to the Port Officer, on the form Exn. 2a, and must pay a fee of one rupee.

This fee will be payable on each occasion on which a candidate is examined.

CHAPTER II.

QUALIFICATIONS REQUIRED FOR THE VARIOUS GRADES.*

[Certificates for Foreign-going Ships, or Ordinary Certificates.]

27. **Square-rigged service required.**—A candidate for an Ordinary certificate of any garde who has not previously held an Ordinary certificate of a lower grade must prove that he has served 12 months in the Foreign trade, or 18 months in the Home or Coasting trade, in a square-rigged sailing vessel.

28. **Value of Ordinary Certificates.**—Ordinary certificates will entitle the holders to go to sea as Mates or Masters of any vessel, sailing or steam.

29. **Second Mate.**—A candidate must be not less than eighteen years of age, and must have served four years at sea.

30. **Second Mate, Ordinary : Navigation.**—A candidate for a Second Mate's certificate will be required :—

(*a*) To write a legible hand and spell correctly. For the purpose of testing his ability the candidate will be required to write a short essay on some suitable subject.

(*b*) To show a competent knowledge of the first five rules of arithmetic and the use of logarithms.

(*c*) To answer questions on elementary plane trigonometry.

(*d*) To work a day's work complete, correcting the courses for leeway, deviation and variation.

(*e*) To find the latitude by the meridian altitude of the sun.

(*f*) To work any practical problem in parallel sailing.

(*g*) To find the true course and distance from one given position to another by Mercator's method; also the compass course, the variation and deviation being given.

(*h*) To find the true amplitude of the sun and the error of the compass therefrom; also the deviation, the variation being given.

* These qualifications are shown in a tabular form in Appendix J.

(*i*) To find the longitude by chronometer from altitude of the sun by the usual methods, computing the daily rate of chronometer from errors observed, when required ; also to find the true azimuth of the sun, and the error of the compass ; and the deviation, the variation being given.

(*j*) To find the true azimuth of the sun by the "Time Azimuth" tables ; the error of the compass ; also the deviation, the variation being given.

NOTE.—The candidate will be required to give a figure and explanation for each problem worked, and give a written explanation of any of the terms used in navigation or nautical astronomy that may be asked.

(*k*) To find on a chart or plan the course or courses to steer and the distance or distances from one given position to another ; to find the ship's position together with the set and drift (if any) on the chart or plan from cross-bearings of two objects ; to find the ship's position from two bearings of the same object, the course and distance run between taking the bearings being given, making due allowance for a given tide or current ; also, the distance of the ship from the object or any given position at the time of taking the second bearing ; to find on a chart or plan the course to steer by compass in order to counteract the effect of a given tide or current, and find the distance the ship will make good towards a given point in a given time ; to fix a ship's position on a chart or plan by horizontal sextant angles, using a station pointer ; and to work out practically the correction to apply to soundings taken at a given time and place to compare with the depth marked on the chart ; and give a method of finding approximately the time of high water at any given place without the aid of the Admiralty or other Tide Tables.

He will be examined orally in the following subjects :—

(*l*) The Morse and British movable semaphore alphabets, the International Code of Signals, and the British Signal Manual. He will be required to attain a minimum speed of 8 words a minute in semaphore and 5 words a minute in Morse flashing and flag waving. (*See* Appendix D.)

(*m*) The use and adjustments of the sextant, read off and on the arc, and the mode of finding the index error by both horizon and sun.

(*n*) The construction, use and principle of the barometer, thermometer and hydrometer. Also the use and care of a chronometer.

(*o*) Weights and measures.

(*p*) The markings, signs and abbreviations on Admiralty charts or plans.

(*q*) The General Notices published in the Board of Trade Summary of Notices to Mariners.

(*r*) Elementary questions on the main parts of a ship's construction.

31. **Second Mate, Ordinary : Seamanship.**—He must understand and give satisfactory answers on the following subjects :—

(*a*) The standing and running rigging of ships.

(*b*) Bending, unbending, setting, reefing, taking in, and furling sail.

(*c*) Sending masts and yards up and down, etc.

(*d*) Management of a ship when under canvas.

(*e*) Management of ships' boats in heavy weather.

(*f*) Dunnaging and stowing cargo, etc.

(*g*) The Rule of the Road as regards both steamers and sailing vessels, their regulation lights and fog and sound signals.

(*h*) The signals of distress, and the signals to be made by ships wanting a pilot, and the liabilities and penalties incurred by the misuse of these signals.

(*i*) The marking and use of the lead and log lines. Also care and use of sounding machines and mechanical logs.

(*j*) The use and management of the rocket apparatus in the event of a vessel being stranded.

(*k*) Any questions appertaining to the duties of a Second Mate that the Examiner may think necessary to ask.

(*l*) Also questions on the additional subjects which are specified in the rules of examination for Second Mates' certificates of competency for foreign-going steamships. (*See* rule 44.)

32. **Mate, Ordinary Only.**—A candidate must be not less than nineteen years of age, and have served five years at sea.

33. **First Mate, Ordinary.***—A candidate must be not less than nineteen years of age, and have served five years at sea, of which—

(*a*) One year must have been in a capacity not lower than Fourth Mate of a foreign-going vessel whilst holding a Second Mate's certificate for foreign-going vessels;

if his service was as Third or Fourth Mate proof will be required that he had during the whole year *charge of a watch* (*see* rule 83);

(*b*) *or* one year and a half must have been in a capacity not lower than Only Mate in a home trade or coasting vessel whilst holding a Second Mate's certificate for foreign-going vessels, or a Mate's certificate for home trade passenger ships;

(*c*) *or* one year must have been as Pilot with a First Class Pilot's Certificate (*see* rule 80).

34. **Mate, Ordinary: Navigation.**—In addition to the work for the Second Mate's certificate, a candidate for the Only or First Mate's certificate will be required:—

(*a*) To answer questions on right-angled spherical trigonometry.

(*b*) To compute the time at which a given star will be on the observer's meridian. [Occasionally by inspection.]

(*c*) To determine what bright stars will be within a certain hour-angle from the observer's meridian, above the pole and above the horizon, at any given time; also the hour angle, east or west, of each of the stars, and whether they are to the north or south of the observer's zenith when passing the meridian.

(*d*) To compute the approximate meridian altitude of a star, for setting the sextant.

(*e*) To find the latitude from the meridian altitude of a star.

(*f*) To find the longitude by chronometer by altitude of a star.

(*g*) To find the true azimuth of a star by the "Time Azimuth" tables, and get the deviation therefrom.

(*h*) To find the latitude by ex-meridian altitude of the sun or a star.

(*i*) To find the line of position and the true bearing of the sun, and the ship's position, by Sumner's method by projection.

NOTE.—The candidate will be required to give a figure and explanation for each problem worked, and give a written explanation of any of the terms used in navigation or nautical astronomy that may be asked.

(*j*) To answer certain questions on meteorology.

He will be examined orally in the following subjects:—

(*k*) How to keep a ship's log book.

(*l*) How to calculate the capacity of a given bunker or hold.

(*m*) How to calculate a freight and its commissions.

(*n*) The measurement and equipment of ship's life-boats and number of persons allowed to be carried in each class of boat.

(*o*) Testing of life-buoys and life-belts.

(*p*) The screening of ship's side lights.

(*q*) More advanced questions on the main part of a ship's construction and general use.

35. **Mate, Ordinary: Seamanship.**—In addition to the qualifications required for a Second Mate's certificate, an Only or First Mate will be required to show a knowledge of the following subjects:—

(*a*) Shifting large spars, rigging sheers, taking lower masts in and out.

(*b*) How to moor and unmoor ship; to keep a clear anchor; and to carry out an anchor.

(*c*) How to manage a ship in stormy weather, and to cast a ship on a lee shore.

(*d*) How to secure the masts in the event of accident to the bowsprit.

(*e*) How to rig purchases for getting heavy weights, anchors, machinery, etc., in or out.

(*f*) How to dispose various kinds of cargo and weights in a stiff and in a tender vessel.

(*g*) The ventilation of holds, and the stowage of explosives.

(*h*) The stowage of grain cargoes.

(*i*) How to rig a sea anchor, and what means to employ to keep a vessel, disabled or unmanageable, out of the trough of the sea, and lessen her lee drift.

(*j*) How to get a cast of the deep sea lead in heavy weather.

(*k*) Accidents, and how to deal with them.

(*l*) any other questions appertaining to the duties of an Only or First Mate which the Examiner may think necessary to ask.

(*m*) Also questions on the additional subjects which are specified in the rules of examination for Only and First Mate's certificates of competency for foreign-going steamships. (*See* rule 48.)

* For convenience of calculation the service required is stated in a tabular form in Appendix J.

36. **Master, Ordinary.***†—A candidate must be not less than twenty-one years of age, and—

(*a*) he must have served six years at sea, of which one year must have been in a capacity not lower than Only Mate of a foreign-going vessel, whilst holding a certificate not lower than an Only Mate's certificate for foreign-going vessels, provided that, if this service as officer was not performed whilst holding a First Mate's certificate for foreign-going vessels, the candidate will also be required to prove the officer's service prescribed for that grade (rule 33);

(*b*) *or*, he must have served six years at sea, of which one year and a half must have been in a capacity not lower than Only Mate of a home trade or coasting vessel whilst holding a certificate not lower than an Only Mate's certificate for foreign-going vessels, provided that, if this service as officer was not performed whilst holding a First Mate's certificate for foreign-going vessels, the candidate will also be required to prove the officer's service prescribed for that grade (rule 33);

(*c*) *or*, he must have served six and a half years at sea, one year of which must have been in a capacity not lower than Second Mate of a foreign-going vessel whilst holding a First Mate's certificate for foreign-going vessels, provided that, if this service as Second Mate was performed under an additional or auxiliary First Mate it will only be accepted if a Third or Fourth Mate were also carried, *and* one year and a half not lower than Third or Fourth Mate of a foreign-going vessel *in charge of a watch* whilst holding a Second Mate's certificate for foreign-going vessels (*see* rule 6);

(*d*) *or*, he must have served nine years at sea in the Home or Coasting trade; of which three years must have been as Master, *or* one year as Master and three years in a capacity not lower than that of Mate, provided that, in either case, he has served in such capacity for not less than one year with a Second Mate's certificate for foreign-going vessels or a Master's certificate for home trade passenger ships.

37. **Master, Ordinary: Navigation.**—A candidate for an Ordinary Master's certificate will, in addition to the work prescribed for the grades of Second and First Mate that may be given him by the Examiner, be required:—

(*a*) To write an essay on some technical subject.

(*b*) To find the latitude by the altitude of the Polar star at any time.

(*c*) To find the latitude by the meridian altitude of the moon.

NOTE.—The candidate will be required to give a figure and explanation for each problem worked, and give a written explanation of any of the terms used in navigation or nautical astronomy that may be asked.

(*d*) To find the magnetic bearing of any fixed object when at sea or at anchor from bearings of the object taken with the ship's head on equidistant compass points, and to compute the deviation therefrom; to construct a deviation curve upon a Napier's diagram which will be furnished by the Examiner, and show that he understands its practical application, to give satisfactory written and oral answers to certain practical questions as to the effect of the ship's iron upon the compasses, and the method of determining the deviation, and show how to compensate the deviation by magnets and soft iron by the aid of Beall's Compass Deviascope.

(*e*) Questions on ship construction and naval architecture and a few elementary questions on stability.

He will be examined orally in the following subjects:—

(*f*) The law as to the engagement and discharge, and management of the crew, and the entries to be made in the official log.

(*g*) How to prevent and check an outbreak of scurvy on board ship.

(*h*) The law as to load-line marks, and the entries and reports to be made respecting them.

(*i*) Invoices, charter party, bills of lading, Lloyd's agent, nature of bottomry, bills of exchange, surveys, averages, etc.

(*j*) The prevailing winds and currents of the globe.

(*k*) The trade routes.

(*l*) Tides.

38. **Master, Ordinary: Seamanship.**—In addition to the qualifications required for the grades of Second and First Mate, an Ordinary Master will be required to show a knowledge of the following subjects:—

(*a*) Construction of jury rudders for both wooden and iron vessels, also rafts.

(*b*) Resources for the preservation of the ship's crew in the event of wreck.

(*c*) Management of ship in heavy weather.

(*d*) Rescuing the crew of a disabled vessel.

* For convenience of calculation the service required is stated in a tabular form in Appendix J.

† *See also* rule 129.

(*e*) Steps to be taken when a ship is on her beam ends, or in any danger or difficulty, or disabled or unmanageable and on a lee shore.

(*f*) Heaving a keel out.

(*g*) How to proceed when placing a ship in dry dock, and directing repairs, and when putting into port in distress with damage to cargo and ship.

(*h*) Any other question appertaining to the management of a ship which the examiner may think it necessary to ask.

(*i*) Also questions on the additional subjects which are specified in the rules of Examination for Masters' certificates of competency for foreign-going steamships. (*See* rule 51.)

39. **Special Regulations relating to the examination of Masters and Mates to apply only where the candidate has served an apprenticeship in an approved sea-going training ship, with a view to promotion in the service of the Company to which the training ship is attached.**—(1) The training ship must be a sea-going cargo-carrying square-rigged sailing vessel, and the course of study and practical training which the cadets receive must be approved by the Local Government.

At the end of four years' service in the training ship the cadet will be qualified for examination for a certificate as Second Mate provided (*a*) he can produce a testimonial to the effect that both his conduct and his ability have given satisfaction during the whole period, and (*b*) that he has served *at sea* for not less than four-fifths of the time, that is to say, has not spent more than one-fifth of the time in home ports, *cf.* rule 100.

If the cadet has served previously for two years in either the "Conway" or the "Worcester" training ship, this time will be allowed to count as one year's qualifying service (*cf.* rule 97), and he will be required to serve for 3 years only in the Company's training ship before he can be allowed up for examination for a certificate as Second Mate (ordinary).

(2) A candidate who has served for four (or three) years on the training ship may be allowed up for examination for a certificate as First Mate (ordinary) when he has served, whilst holding a certificate as Second Mate, *for two years as junior bridge-keeping officer of the watch* upon vessels of the Company satisfying certain requirements [*see* sub-rule (4)]. The words "junior bridge-keeping officer" must be interpreted as meaning the junior of *two* bridge-keeping officers. Where three officers are on the bridge together, the service of the third does not fall within the scope of the Special Regulations, and his service cannot be accepted as qualifying. All cases where cadets, to whom these special regulations apply, subsequently present themselves for examination for First Mate or Master must be referred to the Registrar-General of Seamen, so that their real position on board vessels of the Company satisfying the requirements of this rule may be verified by reference to the official logs before they are accepted as eligible for examination.

(3) A candidate who has obtained a certificate as First Mate in the above way may be allowed up for examination for a certificate as Master (ordinary) when he has served for eighteen months whilst holding the Certificate as First Mate, as a senior watch-keeping officer upon vessels of the Company satisfying the same requirements [*see* sub-rule (4)].

If the candidate has served for eighteen months as senior of the junior officers, *i.e.*, the officer next below the junior of the officers in full charge of the watch whilst holding the certificate as First Mate, he may be allowed up for examination for a certificate as Master (ordinary) on the understanding that the certificate as Master would not be issued to him until he had completed twelve months' service as a senior watch-keeping officer, he service in both cases to be performed on vessels satisfying the same requirements [*see* sub-rule (4)].

(4) The special regulations (sub-rules 2 and 3) in regard to the acceptance of service as qualifying for the examinations for certificates as First Mate and Master shall apply only when the service is performed in the specified capacities upon ocean-going steamers of not less than 8,000 tons gross, making an average speed of 15 knots or upwards and carrying a crew of not less than 130 men, including at least five deck officers beside the Master.

40. **Fore and aft certificates.**—Certificates for the grades of Second Mate, Only Mate, First Mate, and Master of fore and aft rigged vessels will be issued to candidates who have not complied with the regulation which requires them to have served at least one year in square-rigged sailing vessels, or who prove in course of examination that they are ignorant of the management of square-rigged ships. In other respects the qualifications for examination for such certificates are the same as for Ordinary certificates.

The examinations for the grades of Second Mate, Only Mate, First Mate, and Master, of fore and aft rigged vessels, will be precisely the same as for the Ordinary certificates, excepting that in seamanship a knowlege of the management of square-rigged vessels is not required.

A certificate for fore and aft rigged vessels will not entitle the possessor to act in any case in which a certificate for square-rigged vessels is required. Amongst square-rigged vessels are classed full-rigged ships, barques, brigs, barquentines, brigantines, and steamships carrying square sails.

A candidate possessing a certificate for fore and aft rigged vessels, and desiring to be examined for an Ordinary certificate must prove that he has served at sea at least one year in a square-rigged sailing vessel, unless he has previously held an Ordinary certificate of a lower grade.

41. **Steamship Certificates.**—Certificates applying only to steamships are issued to candidates who are either unable to comply with the regulation which requires them to have passed one year in square-rigged sailing vessels or who prove in course of examination that they are ignorant of the management of square-rigged sailing vessels. All the qualifying service prescribed for these certificates may have been performed in steamships.

These certificates will entitle the holders to go to sea as Masters or Mates of foreign-going steamships, but will not entitle them to go to sea as Masters or Mates of foreign-going sailing ships.

There will be no distinction in these certificates between fore and aft rigged steamships and square-rigged steamships.

42. **Second Mate, Steamships.**—The qualifications as to age and service are the same as for an Ordinary Second Mate's certificate (*see* rule 29), excepting that the whole of the service may have been performed in steamships and that no service in square-rigged sailing vessels is required.

43. **Second Mate, Steamships : Navigation.**—The examination in navigation for a Second Mate's certificate for foreign-going steamships will be precisely the same as that prescribed for an Ordinary Second Mate's certificate.

44. **Second Mate, Steamships : Seamanship.**—The candidate must understand and be able to give satisfactory answers on the following subjects :—

(*a*) The standing and running rigging of steamships.

(*b*) Bending, unbending, setting, taking in, and furling sail.

(*c*) Sending masts and yards up and down, etc.

(*d*) Seeing everything in readiness and clear for getting under way, and the precautions to be then observed with regard to steering gear and connections, engines, propeller, etc.

(*e*) Care and usage of mechanical logs and sounding machines.

(*f*) Management of ships' boats in heavy weather.

(*g*) Dunnaging and stowing cargo, etc.

(*h*) The Rule of the Road as regards both steamers and sailing vessels, their regulation lights and fog and sound signals.

(*i*) Signals of distress, and signals to be made by ships wanting a pilot, and the liabilities and penalties incurred by the misuse of these signals.

(*j*) The marking and use of the ordinary lead and log lines.

(*k*) The construction, use, and action of the sluices, and of the water-ballast tanks.

(*l*) Engine-room and other telegraphs used on board ship, and deck appliances generally.

(*m*) Use and management of the rocket apparatus in the event of a vessel being stranded.

(*n*) Any other questions appertaining to the duties of the Second Mate of a steamship which the Examiner may think necessary to ask.

45. **Only Mate, Steamships.**—The qualifications as to age and service are the same as for an Only Mate's Ordinary certificate (*see* rule 32), excepting that the whole of the service may have been performed in steamships and no service in square-rigged vessels is required.

46. **First Mate, Steamships.**—The qualifications as to age and service are the same as for a First Mate's Ordinary certificate (*see* rule 33), excepting that the whole of the service may have been in steamships, and that no service in square-rigged vessels is required.

47. **Mate, Steamships : Navigation.**—The examination in navigation for an Only or First Mate's certificate for foreign-going steamships will be precisely the same as that prescribed for an Ordinary First Mate's certificate (*see* rule 34).

48. **Mate, Steamships : Seamanship.**—In addition to the qualifications required for a Second Mate's certificate, an Only or First Mate will be required to show a knowledge of the following subjects :—

(*a*) Shifting large spars ; rigging sheers ; and taking lower masts in and out.

(*b*) How to moor and unmoor ship ; keep a clear anchor ; and carry out an anchor.

(*c*) Management of a steamship in stormy weather.

(*d*) How to rig purchases for getting heavy weights, anchors, machinery, etc., in and out.

(*e*) How to dispose various kinds of cargo and weights in a stiff and in a tender vessel.

(*f*) Ventilation of holds, and the stowage of explosives.

(*g*) Stowage of grain cargoes.

(*h*) The effects of the screw race upon the rudder; and the effect produced on the direction of the head of the ship by going [ahead] [astern] with a [right] [left] handed screw when the rudder is [ported] [starboarded]; also, the effect of twin screws under the same conditions, and when going ahead with one and reversing the other, etc., etc.

(*i*) How to rig a sea anchor, and what means to employ to keep a steamer, with her machinery disabled, out of the trough of the sea, and to lessen her lee drift.

(*j*) How to turn a steamship short round.

(*k*) How to get a cast of the deep sea lead in heavy weather.

(*l*) Any other questions appertaining to the duties of a First Mate of a steamship which the Examiner may think necessary to put to him.

49. **Master, Steamships.**—The qualifications as to age and service are the same as for a Master's Ordinary certificate for a foreign-going ship (*see* rule 36), excepting that the whole of the service may have been performed in steamships, and that no service in square-rigged vessels is required (*see also* rule 129.)

50. **Master, Steamships: Navigation.**—The examination in navigation for a Master's certificate for foreign-going steamships will be precisely the same as that prescribed for an Ordinary Master's certificate (*see* rule 37).

51. **Master, Steamships: Seamanship.**—In addition to the qualifications required for the grades of Second and First Mate, a Master will be required to show a knowledge of the following subjects:—

(*a*) Construction of rafts and jury rudders suitable for screw steamships.

(*b*) The preservation of the ship's crew in the event of wreck.

(*c*) Management of steamships in heavy weather.

(*d*) Rescuing the crew of a disabled ship.

(*e*) Steps to be taken when a vessel is on her beam ends, or disabled and on a lee shore.

(*f*) How to use steam appliances in the event of fire.

(*g*) Economy in coal consumption.

(*h*) The best arrangement for towing vessels under different circumstances.

(*i*) Placing ship in dry dock; directing repairs; and the mode of procedure when putting into port in distress with damage to cargo and ship.

(*j*) Any other questions appertaining to the management of a steamship which the Examiner may think it necessary to put to him.

52. **Steamship certificates, how changed.**—A candidate possessing a certificate for foreign-going steamships, and desiring to be examined for an Ordinary certificate, must prove that he has served at sea at least one year in a squire-rigged sailing vessel, unless he has previously held an Ordinary certificate of a lower grade.

53. **Mate, Home Trade.**—A candidate must be not less than nineteen years of age, and have served four years at sea.

54. **Mate, Home Trade Steamship: Navigation.**—He must write a legible hand and spell correctly, and understand the first five rules of arithmetic, both simple and compound. He must be able to take a bearing by compass, be conversant with the use of a Mercator's Chart and be able to find, on a chart or plan, the course or courses to steer and the distance or distances from one given position to another; to find the ship's position, together with the set and drift (if any) on a chart or plan from cross bearings of two objects; to find the ship's position from two bearings of the same or different objects, the course and distance run between taking the bearings being given, making due allowance for a given tide or current; also the distance of the ship from the objects or any given position at the time of taking the second bearing; to find on a chart or plan the course to steer by compass in order to counteract the effect of a given tide or current and to find the distance the ship will make good towards a given point in a certain time, and to work out practically the correction to apply to soundings taken at a given time and place, to compare with the depth marked on the chart; also, to fix the ship's position by horizontal sextant angles, using a station pointer for plotting it on the chart or plan, etc., and give a method of finding approximately the time of high water at any given place without the aid of the Admiralty or other Tide Tables. He will also be required to explain orally the markings, signs and abbreviations on Admiralty charts and plans, the use of the sextant, to be able to observe with it, to read *off* and *on* the arc, and to find the index error by the horizon. He will also be required to attain a minimum speed of eight words a minute in semaphore and five words a minute in Morse flashing and flag waving, and to have a good working knowledge of the International Code of Signals and British Signal Manual.

55. **Mate, Home Trade Steamship : Seamanship.**—He must possess a thorough knowledge of the Rule of the Road as regards both steamers and sailing vessels, their regulation lights, and fog and sound signals. He must be able to describe the signals of distress, the signals to be made by ships wanting a pilot, and the liabilities and penalties incurred by the misuse of these signals : also the use and management of the rocket apparatus in the event of his vessel being stranded. He must be able to mark and use the lead log lines, to moor and unmoor a vessel, and to manage a ship's boat in heavy weather, etc., etc. He must also understand the construction, use and action of the bulkhead sluices, the engine-room telegraph, etc., and to answer any other questions appertaining to the duties of the Mate of a home trade passenger ship which the Examiner may think proper to put to him.

56. **Master, Home Trade Steamship.*†**—A candidate must be not less than twenty-one years of age and have served five years at sea, of which—

(*a*) One year must have been in a capacity not lower than that of Only Mate of a home trade or coasting vessel, whilst holding a Mate's certificate for home trade passenger ships, or a Second Mate's certificate for foreign-going vessels ;

(*b*) *or*, two and a half years must have been in a capacity not lower than Second Mate of a home trade or coasting vessel *in charge of a watch*, whilst holding a Mate's certificate for home trade passenger ships, or a Second Mate's certificate for foreign-going vessels (*see* rule 83) ;

(*c*) *or*, one year must have been as Pilot with a First Class pilot's certificate (*see* rule 80).

57. **Master, Home Trade Steamship : Navigation.**—In addition to the qualifications required of a Mate of a home trade passenger ship, a Master will be required to find the latitude by a meridian altitude of the sun, find compass corrections by Amplitude and Time Azimuth of the Sun, and to give written answers to certain practical questions on the subject of the deviation of the compass. (*See* also supplementary *vivâ voce* test, rule 126.)

58. **Master, Home Trade Steamship : Seamanship.**—In addition to the qualifications required of a Mate of a home trade passenger ship, a Master must understand how to a sea anchor, and what means to apply to keep a steamship with machinery disabled out of the trough of the sea ; also how to get a cast of the lead in heavy weather, etc. He will be examined as to his resources for the preservation of the crew and passengers in the event of wreck, and the steps to be taken if his vessel is disabled and drifting towards a lee shore, and will be required to answer any other questions appertaining to the management of a home trade passenger ship which the Examiner may think necessary to put to him.

59. **Yacht Certificates.**—The examination for these certificates is purely voluntary, and is confined to persons who command their own British sea-going pleasure yachts. A Master of a yacht who is not also the sole owner, or who is under 21 years of age, is not eligible for examination.

Only one description of certificate will be issued, whether the yacht is foreign-going or cruises within the home trade limits.

The certificate will not entitle the holder to command any vessel except the pleasure yacht or yachts, of which he is at the time the sole owner.

Candidates are not required to have served any specified time afloat, as it is believed that their sea knowledge will be sufficiently tested by the examination they will have to pass in seamanship.

Testimonials of service need not be shown, but a candidate for examination will be required to produce a statutory declaration to the effect (1) that he is sole owner of the yacht ; (2) that the yacht is sea-going ; (3) that it is not to be used for trading purposes. He will also be required to fill up the form of application (Form Exn. 2), and pay the fee of Rs. 2 at the Port Office, as prescribed in rule 3.

In all other respects, except that the candidate will not be required to produce a "First Aid" certificate, the regulations relating to examinations of Masters of foreign-going ships will apply in these cases.

60. **Yacht Master : Navigation.**—The examination in navigation for a Yacht Master's certificate will be precisely the same as that prescribed for an Ordinary Master's certificate, except that in the civil duties of a shipmaster the Master of a yacht will only be expected to possess a knowledge of what he is required to do by the Merchant Shipping Act.

61. **Yacht Master : Seamanship.**—He must give satisfactory answers as to his knowledge of making and taking in sail, and as to the management of a yacht under canvas in moderate and in stormy weather. He must have a thorough knowledge of the Rule of the Road at sea as regards both steamers and sailing vessels, their regulation, lights and fog and sound signals, and be able to describe the signals of distress, and the signals to be made by ships wanting a pilot, and the liabilities and penalties incurred by the misuse of these signals. He must also understand the use and management of the

* For convenience of calculation the service required is stated in a tabular form in Appendix J

† See also rule 129.

rocket apparatus in the event of his vessel being stranded. He must be able to mark and use the lead and log lines; to cast a vessel on a lee shore; to moor and unmoor a ship; to keep a clear anchor, and to carry out an anchor. He must know how to keep his vessel out of the trough of the sea in the event of accident; how to rig rafts and jury rudders, etc.; and what steps to take if his vessel is disabled or unmanageable and drifting towards a lee shore. He will also be examined as to his resources for the preservation of the crew in the event of wreck. He must also possess a knowledge of the measures he should adopt for preventing and checking an outbreak of scurvy on board; and be prepared to answer any other questions relating to the management of a yacht, either steam or sailing, which the Examiner may ask.

62. **Provisional Certificates.**—Provisional certificates for foreign-going ships or for foreign-going steamships, according to the candidate's qualifications, are granted on the conditions stated below to any officer of the Mercantile Marine who may require such a certificate to qualify him for appointment to or promotion in the Royal Naval Reserve. These Certificates are only issued for Royal Naval Reserve purposes, and do not authorise the holders to go to sea as First Mate or Master.

Candidates for these certificates must apply to the Port Officer, Calcutta, fill up the form of application (Exn. 2) and pay the usual fee. They must produce their First or Second Mate's certificates of competency, and an authority from the Local Government before they can be examined. This authority should be obtained through the Port Officer.

63. **Provisional Certificates, First Mate.**—Provisional certificates as First Mate are granted to candidates who can prove that they have served five years at sea, and that during one year of this period they have served in a capacity not lower than Fourth Mate while holding a Second Mate's certificate. They must pass the usual examination for First Mate and pay the usual fee. The provisional certificate is exchangeable for the full certificate as First Mate, without further payment or examination, on production to the Port Officer of satisfactory proofs that the holder has served at sea not less than 12 months in a foreign going vessel in a capacity not lower than Fourth Mate, and that during the whole of that period he has been in regular charge of a watch and in possession of a certificate of competency as Second Mate.

64. **Provisional Certificates, Master.**—Provisional certificates as Master are granted to candidates who can prove not less than six and a half years' service at sea, and who pass the usual examination for Master and pay the usual fee. Of this service two and a half years must have been served in a capacity not lower than Fourth Mate of an ocean-going steamship, during the last 12 months of which the candidate must have been in possession of a full certificate as First Mate. These certificates will be exchanged for the full certificate as Master without further payment or examination, on production to the Port Officer of satisfactory proofs that the holder has served at sea not less than two and a half years in a foreign-going vessel in charge of a watch in a capacity not lower than Fourth Mate, and that during 12 months of this period he has served as Second Mate while in possession of a full certificate of competency as First Mate.

65. **Voluntary Examination in Compass Deviation**—Any person holding a certificate of any grade in the foreign or home trade or as Master of his own pleasure yacht, who wishes to pass a voluntary examination in compass deviation, can at any time be examined upon filling up the usual form of application, and paying to the Port Officer the fee of Rs. 15. If the candidate passes the examination a note to that effect will be made upon his certificate.

66. **Voluntary Examination in Signalling.**—The examination in Signalling as prescribed for candidates for the Extra Master's certificate is open as a voluntary examination to all persons holding, or who have passed for, or who are candidates for, a certificate of competency of any grade.

If the candidate passes, the fact with the date and place of passing will be recorded upon his certificate of competency.

Candidates may be examined at any port where Ordinary examinations are held upon filling up the form of application (Exn. 2) and paying the fee of Rs. 15. (*See* Appendix D.)

No fee, however, will be charged for this examination if it is taken at the same time as that at which a candidate is examined for any certificate of competency.

67. **Voluntary Examination in Steam.**—These examinations are provided for the purpose of giving Masters and Mates who are possessed of certificates of competency an opportunity of undergoing a voluntary examination as to their practical knowledge of the use and working of the steam engine. They are conducted under the superintendence of the Port Officer at such times as he may appoint for the purpose.

The examination is open to any person who holds a Certificate of any grade in the foreign or home trade or as Master of his own pleasure yacht. Full particulars of the examination are given in Appendix H.

68. **Examination in Steam: how to apply**—Candidates should fill up the form of application (Form Exn. 2) at the Port Office, pay the fee of Rs. 15 and deposit their certificates and testimonials with the Port Officer, who will inform them when and where to attend to be examined. The usual testimonials for sobriety and good conduct for at least the last 18 months preceding the date of application to be examined must be produced.

69. **Examination in Steam : endorsement of certificate.**—If the candidate passes, form Exn. 15, together with a written report of the examination, should be sent to the Port Officer and the candidate's certificate, together with the form Exn. 2, will be sent to the Local Government ; the words "Certified to have passed in Steam," with the date and place of examination, will then be entered on the certificate and its duplicate, and the certificate will be sent to the Superintendent of the Mercantile Marine Office at the port named in the form Exn. 2, and will be delivered to the candidate in the usual manner.

The endorsement of a Master's or Mate's Certificate for "Steam" does not, however, imply that he is qualified to perform the duties of an Engineer.

70. **Examination in Steam : failure.**—If the candidate fails to pass his Certificate will be returned to him at once, but he may not present himself for re-examination until the expiration of three months from the date of failure.

71. **Certificates of Service.**—A person who has attained the rank of lieutenant, sub-lieutenant, navigating lieutenant, or navigating sub-lieutenant in His Majesty's Navy or of lieutenant in His Majesty's Royal Indian Marine Service, is entitled to a certificate of service as Master of a foreign-going ship without examination. This certificate will not entitle the holder to go to sea as Master or Mate of a home trade ship.

Certificate of service will be issued by the Board of Trade only. Applications for certificates of service of the Royal Indian Marine must be made on a printed form, Exn. 18, which will be supplied free of charge on application to the Director of the Royal Indian Marine.

Applicants on duty in India should submit their claims to the Director for transmission to the Government of India and the India office. Officers on leave in England should submit their claims to the India office on the printed form which may be obtained from that office.

Applications for certificates of service by officers of the Royal Navy on the active list must be made through their commanding officers, and applications from officers of the Royal Navy on half-pay must be made to the Secretary of the Admiralty, who in either case will forward the application to the Board of Trade.

72. **Ambulance Certificates and Government Awards.**—An officer in the Mercantile Marine who holds a certificate of proficiency in First Aid to the Injured from the St. John's or St. Andrew's Ambulance Association or some equivalent certificate, can have the fact endorsed on his certificate of competency provided the latter was issued before April 1st, 1908, if the two certificates are forwarded to the President of the Board of Examiners.

Recipients of Government awards can also have the fact stamped on their certificates of competency, if they submit evidence of the award together with their certificate in a similar manner.

CHAPTER III.

RULES FOR ESTIMATING SEA SERVICE.

73. **Sea service.**—In these Regulations sea service is reckoned from the commencement to the termination of the voyage. The certificates of discharge for service in the foreign trade will generally be accepted as proof of sea service, but certificates of discharge for service in the home or coasting trade must always be sent to the Port Officer for verification. Port Officer and Examiners will be careful to see that these discharges have not been in any way tampered with, and will report any suspicious case to the Local Government.

For all certificates of competency as Master or Mate in the Mercantile Marine, the qualifying service usually required is service performed in ordinary trading vessels. While the Regulations provide for the acceptance in part of certain kinds of non-trading service (*e.g.*, that performed in fishing-boats, yachts, pilot vessels, etc.), non-trading service not specially provided for in the Regulations cannot be accepted as qualifying service unless it has been submitted to the Local Government and their sanction obtained.

74. **Sea service for foreign-going certificates.**—For foreign-going certificates the term "sea service" means, unless otherwise stated, service performed in foreign-going vessels. (But *see* rule 131.)

75. **Officers' service : Home Trade.**—Service in a lower grade than First or Only Mate in the home or coasting trade will not be recognized as officers' service towards qualifying a candidate for examination for a foreign-going certificate.

76. **Service in Home Trade.**—For Home Trade Passenger ship certificates service in the home or coasting trade is regarded as equivalent to service in the foreign trade ; but for Foreign-going certificates it is regarded as only equivalent to two-thirds of the time served in the foreign trade, except in the case of Indian coasting voyages extending beyond a distance of 500 miles from the port of departure in vessels commanded by Masters holding foreign-going certificates, when such service will count as foreign voyages, and will be reckoned as full time ; but the time spent in the port of departure or home port will not be allowed to count. In all cases the length of service is deemed to commence on the date of sailing from the port of departure or home port and to end on the date of arrival at the home port. Such service must be vouched for in the Form laid down in Appendix N.

77. **Certificate, meaning of.**—By the word "certificate" is meant a certificate of competency granted by the Board of Trade under the Merchant Shipping Acts, or by the Government of a British self-governing Dominion, Colony, or Possession, under an Order in Council issued in pursuance of the Merchant Shipping Acts.

A list of the Colonial certificates referred to will be found in Appendix M. They are of the same force as the corresponding certificates granted by the Board of Trade.

78. **Colonial local certificates.**—The holder of a Colonial certificate for foreign-going ships *not* granted under the Merchant Shipping Acts who desires to be examined for an Imperial certificate of the same grade, must prove that he has performed the amount of service required by these Regulations to entitle him to hold such a certificate. He must also produce satisfactory testimonials as to character for at least the last 12 months of sea service preceding his application to be examined.

79. **Foreign-going certificates.**—Where a foreign-going certificate is required in order to qualify a candidate for examination, the certificate may be either an Ordinary certificate, or a certificate for fore-and-aft rigged vessels, or a certificate for foreign-going steamships.

80. **Pilot defined.**—The term "pilot" in these Regulations (*see* rules 33 and 56) means a pilot who is employed in general pilotage, and holds a first class pilot's certificate from some competent authority authorising him to pilot vessels outside harbour and partially smooth water limits. A Hooghly Master Pilot is for the purpose of this rule to be considered as a first class pilot.

81. **Officer's service.**—Officer's service to be recognised as qualifying for purposes of examination must be performed with the requisite certificate as specified in Appendix J. The officer's service performed by men who have been duly promoted during the course of a voyage (*see* rule 85) or who, in consequence of serving in vessels plying between ports abroad, have been unable to obtain the necessary certificates, may, however, be recognised, provided that it is in other respects satisfactory.

82. **Foreign officers.**—Foreign officers who wish to apply for a British certificate of competency must in all cases have performed their qualifying officer's service with the requisite British certificate. The service may have been performed in foreign vessels if the candidate can produce satisfactory testimonials as to conduct and character, and is able to prove that the service has been in the required capacities, and that during the period of service he has held a British certificate of competency of the grade required by the Regulations (*see* rule 86).

83. **In charge of a watch.**—When service in charge of a watch in either the foreign or home trade is specified in the Regulations, candidates for certificates of competency as First Mate must be able to prove that during eight months at least of their service they have kept full regular watch *during the whole voyage*, i.e., *from port to port*, which, if in the foreign trade, must amount to not less than 8 hours of each 24 hours' service. Where a candidate can prove eight months of such full service, service performed in cases where watches were doubled at any time during the voyage will be accepted as equivalent to half the same period of full watch-keeping service. No amount of occasional service will, by itself, be accepted as qualifying service. Candidates for certificates of competency as Master will be required to have served during the whole of the time specified by the Regulations, in full charge of a watch, and no service performed under the system of double watches, except as the senior officer, will be accepted as qualifying service for a certificate of this grade. Great care must be exercised by the Examiners and others in regard to such service, and unless the candidate produces a clear and satisfactory testimonial specially setting forth the above facts, from the Master or owner of the vessel in which the service was performed, it must not be accepted.

84. **Additional Mates.**—Service as additional or auxiliary First or Second Mates, in large foreign-going vessels, when, in both cases, Third and Fourth Mates are also carried, will count as First Mate's or Second Mate's service, as the case may be, provided that the candidate was entered on the articles in one of these capacities, and that he produces the necessary certificate (*see* rule 83) showing that he was in charge of a watch or watches during the whole time claimed. (*See also* rule 6.)

85. **Promotion during voyage.**—Whenever a man has, from any cause, been regularly promoted on the occurrence of a vacancy in the course of the voyage from the rank in which he first shipped, and such promotion, with the ground on which it has been made, is properly entered in the articles and in the Official Log Book, he will receive credit for his service in the higher grade for the period subsequent to his promotion.

86. **Evidence as to service in foreign vessels.**—The testimonials of service of foreigners and of British officers and seamen serving in foreign vessels, which cannot be verified by the Port Officer, must be confirmed either by the Consul of the country to which the ship in which the candidate served belonged or by some other recognised official authority of that country, or by the testimony of some credible person on the spot having personal knowledge of the facts required to be established. The production, however, of such proofs will not of necessity be deemed sufficient. Each case will be decided on its own merits, and if the sufficiency of the proofs given appears to be at all doubtful, it must be referred to the Government for decision.

87. **Auxiliary screw ships.**—Service in auxiliary screw whaling ships and in vessels with auxiliary steam power, which use their screws only in calms or during light winds, is considered as service performed in sailing vessels.

88. **Excursion steamers.**—In the case of excursion steamers only such service as can be proved to have been performed at sea will be accepted.

89. **Service as carpenter, sailmaker, cook, steward, etc.**—Candidates whose service has been performed in capacities other than apprentice, midshipman, cadet, ordinary seaman or able seaman—*e.g.*, men who have served as carpenter, or sailmaker, or as cook in small vessels where cooking is only a part of a man's duty—will be required to satisfy the Port Officer that they have during the whole time claimed performed deck duties in addition to their own particular work, and that they have a good knowledge of seamanship. These facts may possibly be proved by the production of satisfactory certificates from the Masters with whom the candidate has served; but such service will only be accepted as equivalent to two-thirds of the time served as ordinary deck hand. Failing satisfactory evidence, the applicant will be required to perform additional service in the capacity of seaman. Service as cook (under other conditions than the above), or as steward, purser, or wireless operator will not be accepted.

90. **Service as seaman or as wireless operator.**—If a candidate has been engaged on articles of agreement as seaman or in any seamen rating and has served both as a seaman and as a wireless operator, the service may be counted as qualifying service in full.

If a candidate has been engaged on articles of agreement as a wireless operator and has served as such, one quarter of the service up to a maximum of twelve months may be counted as qualifying service.

91. **Service in fishing or pilot vessels.**—Service performed exclusively in trawlers and other deep sea-fishing vessels, or in pilot vessels, will not qualify a candidate for examination. He must in addition prove the following service:—

(*a*) For a Foreign-going certificate, service for at least 18 months in an ordinary trading vessel in the foreign trade, or the equivalent period, 27 months, in the home or coasting trade.

(*b*) For a Home Trade Passenger ship certificate, service for at least twelve months in an ordinary trading vessel in the foreign, home, or coasting trade.

92. **Service in yachts.**—Service in pleasure yachts will be accepted as qualifying service under the following conditions:—

(*a*) It must in all cases be verified by satisfactory proofs, which must set forth clearly and in detail the nature and duration of the service claimed; and it must be distinctly understood that only actual sea service will be accepted, and that service in harbour or port is inadmissible.

(*b*) Service in foreign-going yachts will be accepted in full; and service performed within home trade limits in sailing yachts of not less than 50 tons net register or in steam yachts of not less than 80 tons gross register will be accepted in the proportion stated in rule 76; but candidates must also show (1) for a Foreign-going certificate, service for at least 18 months in an ordinary trading vessel in the foreign trade, or for the equivalent period, 27 months, in an ordinary trading vessel in the home or coasting trade; (2) for a Home Trade Passenger-ship certificate, service for at least 12 months in an ordinary trading vessel in the foreign, home, or coasting trade.

(*c*) Service within home trade limits in sailing yachts of 20 tons net register, or in steam yachts of 40 tons gross register, will be accepted towards qualifying a candidate for a foreign-going certificate as equivalent to half the same time served in the foreign trade, but no amount of such service shall count as more than two years' service in the foreign trade, and no such service shall count as officers' service to qualify candidates for foreign going certificates.

(*d*) Service within home trade limits in sailing yachts of not less than 20 tons net register, or in steam yachts of not less than 40 tons gross register, will be accepted at the ordinary rate as qualifying service for Home Trade Passenger Ship certificates, but candidates must prove that they have in addition served for at least 12 months in an ordinary trading vessel in the foreign, home, or coasting trade.

(*e*) Service within home trade limits in sailing yachts of less than 20 tons net register, or in steam yachts of less than 40 tons gross register, will not be accepted as qualifying service for any class of certificate.

93. **Service in tugs, War Department vessels, etc.**—Service performed in tugs employed in Channel service or outside partially smooth water limits (*see* Appendix L) may be accepted as sea service for the purpose of qualifying a candidate for a Mate's or Master's certificate for home trade passenger ships only.

Service performed in War Department vessels employed outside partially smooth water limits (*see* rule 96) may be accepted as sea-service to qualify a candidate for a Mate's or Master's certificate for home trade passenger ships only. This service cannot be accepted towards qualifying a candidate for a Foreign-going certificate, unless there should be some very exceptional circumstances, when the case, together with all the candidate's papers, should be submitted to the Port Officer for their consideration.

94. **Service in dredgers.**—Service in steam hopper barges may, subject to the provisions of rule 96, be allowed to count towards qualifying a candidate for a Mate's certificate of competency for home trade passenger ships, provided the candidate can prove at least two years' service in an ordinary trading vessel in either the home, coasting, or foreign trade. Service in these steam hoppers will not be accepted as officer's service towards qualifying a candidate for a Master's certificate.

95. **Service in lightships or engine-room.**—Service in lightships or in an engine-room will not be accepted as sea service.

96. **Service on rivers.**—Service performed on rivers, no matter of what size, and service performed within smooth or partially smooth water limits (*see* Appendix L), will not be accepted.

Where any doubt whatever exists on this point, the candidate will be required to produce a certificate from the Master or owner of the vessel in which the service was performed, before the service can be accepted.

97. **Training ships.**—Time served on board a training ship will be allowed to count as equivalent to one-half the same time spent in service at sea, up to a limit of two years (*i.e.*, no length of service will be allowed to count as more than one year at sea), provided that the candidate can produce a certificate from the Committee or Captain Superintendent that he has conducted himself creditably and passed a good examination in seamanship so far as it is practised in the training ship, as well as in other matters down to the time of his leaving the ship. Training ship service will not be regarded as equivalent to service in square-rigged vessels.

98. **School for nautical training.**—Time spent at a school for Nautical Training conducted on premises ashore may be allowed to count in some proportion, not exceeding one-half, as service at sea provided that—

(*a*) the school is in receipt of a grant from the Board of Education under the Regulations for Schools of Nautical Training;

(*b*) after an inspection by one of their officers the Board of Trade are satisfied that the school gives a training that justifies time spent there being reckoned as part of the necessary qualifying time for a certificate of competency;

(*c*) the candidate produces a satisfactory certificate as regards conduct and proficiency from the authorities of the school on leaving it.

The proportion in which time spent at a school conducted on premises ashore will be accepted as qualifying under the above provisions will be decided after inspection by one of the Board's officers, but time spent at the school will never be counted as equivalent to more than one-half of the same time spent at sea, nor will it in any circumstances be taken as equivalent to more than one year at sea.

99. **Apprentices.**—The *whole* of the time claimed under indentures of apprenticeship will be accepted as actual sea service to qualify under rule 29 for a Second Mate's certificate, provided (*a*) that the indentures have not been cancelled through some fault of the candidate, but are endorsed by the owner or Master to whom he was bound to the effect that he has performed his service faithfully during the time he remained as apprentice; and (*b*) that the candidate has served at sea fourth-fifths of the time claimed, that is to say, has not spent more than one-fifth of the time in home ports.

In cases where an apprentice is qualified for examination before the expiration of his indentures, *e.g.*, where he has had training ship or other sea service prior to being bound, which, together with his actual time as apprentice, makes up the required four years, or where his indentures are for a period of more than four years, a letter from the owner or Master will be accepted in place of the endorsement referred to above.

In the event of the candidate being short of the required four-fifths of the time claimed as apprentice out of the United Kingdom, he will be required to show sufficient additional sea service, either as seaman or junior officer, to make up the four-fifths of the time claimed.

100. **Midshipmen and cadets.**—The *whole* of the time served as midshipman or cadet under indentures will also be accepted subject to the *same* conditions as those laid down for apprentices; and the same will be the case even when not bound by indentures, provided that the service as midshipman or cadet has been continuous, and that on the date of the termination of the period of service claimed in this capacity the candidate

was on articles of agreement, and that he is able to comply with the requirements laid down in the matter of serving or making up the four-fifths period at sea during the time claimed.

101. **Lighthouse tenders.**—Service performed in the sea-going steam vessels of the Trinity House, of the Commissioners of Northern Lighthouses, or of the Commissioners of Irish Lights, or in Irish and Scotch Fishery Cruisers, will be accepted as sea service for the purpose of qualifying a candidate for examination for a home trade passenger ship certificate; but for a foreign-going certificate a candidate must show in addition to this service calculated in accordance with rule 76 at least twelve months in an ordinary trading vessel. In order to qualify a candidate for an Ordinary certificate, this twelve months must have been performed in a square-rigged sailing vessel.

102. **Service in Royal Navy.**—Officers of the Royal Navy are at liberty to apply for certificates of service and to be examined for certificates of competency in the Mercantile Marine, but the Lords Commissioners of the Admiralty have directed that the applications of officers on the active list should be made through their commanding officers, and that the applications of officers on half-pay should be made to the Secretary of the Admiralty, who, in either case, will forward the application to the Board of Trade. In the case of Royal Indian Marine officers, applications for certificates of service should be made on a printed form Exn. 18, which will be supplied free of charge on application to the Director of the Royal Indian Marine. Applicants on duty in India should submit their claims to the Director for transmission to the Government of India and the India Office. Officers on leave in England should submit their claims to the India Office on the printed form which may be obtained from that office.

The conditions on which certificates of service are issued are stated in rule 71.

103. **Qualifications required of Naval and Indian Marine Officers.**—Officers of the Royal Navy or of the Royal Indian Marine who wish to be examined for certificates of competency in the Mercantile Marine will be required to prove the following service; and if an officer wishes to obtain the Ordinary certificate for foreign-going ships he must prove that at least twelve months of this required period was served under sail alone:—

(*a*) For second Mate. The officer must prove four years' service at sea, or that he has attained the rank of acting sub-lieutenant.

(*b*) For only Mate. Five years' service at sea.

(*c*) For First Mate or Master. The officer must prove that he has attained the rank of sub-lieutenant in the Royal Navy, or of lieutenant in the Royal Indian Marine.

104. **Service in Royal Naval Reserve.**—Lieutenants, sub-lieutenants, and acting sub-lieutenants of the Royal Naval Reserve who perform sea service on board His Majesty's ships will, if accompanied by a good report, be allowed to count such service as if it had been performed in foreign-going merchant ships, and the service will rank according to the certificate of competency held by the candidate at the time. (*See also* rule 132.)

The time spent in Periodical Training in the Royal Naval Reserve on board sea-going vessels of the Royal Navy, if accompanied by a good report, will be accepted in full, but in the case of Midshipmen, will not count as Officer's service. In the case of service in Harbour ships of the Royal or Colonial Navies, only one half of the time will be accepted as sea service, and no such service must amount to more than one-fourth of the time required for the particular grade of Certificate applied for.

CHAPTER IV.

CONDUCT OF THE EXAMINATIONS.

105. The examinations will begin at 10 a.m. on each day. A regular luncheon interval will be given each day between 1 p. m. and 2 p. m., the *vivâ voce* and practical parts of the examination being taken at such times as may be convenient. The time allotted for each written part of the examination for each grade of certificate will be as follows:—

SECOND MATE.—Paper on Navigation and Nautical Astronomy, 3 hours; Nautical Astronomy and Trigonometry, 2 hours; Chart work, 3 hours; Essay, 1 hour.

FIRST OR ONLY MATE.—Paper on Navigation and Nautical Astronomy, 3 hours; Nautical Astronomy and Trigonometry, 2 hours; Chart work, 3 hours; Sumner problem, 2 hours; Meteorology paper, 1½ hours.

MASTER.—Paper on Navigation and Nautical Astronomy, 3 hours; Nautical Astronomy and Trigonometry, 2 hours; Chart work, 3 hours; Meteorology paper, 1½ hours; Compass Deviation, 1½ hours; Naval Architecture, 1½ hours; Essay, 2 hours.

HOME TRADE MATE.—Arithmetic paper, 2 hours; Chart work, 3 hours.

HOME TRADE MASTER.—Arithmetic paper, 2 hours; Chart work, 3 hours; Nautical Astronomy and Deviation questions, 3 hours.

106. **Candidates to be punctual.**—Candidates are required to appear at the examination room punctually at the time appointed.

107. **Loose paper and books removed.**—Before commencing the examination the tables or desks must be cleared of all scraps of paper or books that are not used in the examination.

108. **No strangers admitted.**—No person will be allowed in the room during the examination, other than those whose duties require them to be present.

No instructors will be allowed on the premises.

109. **Books and papers strictly forbidden.**—Candidates are prohibited from bringing into the examination room books or papers of any kind whatever. The slightest infringement of this rule will subject the offender to all the penalties of a failure, and he will not be allowed to present himself for re-examination for a period of three months.

110. **All work to be shown.**—No candidate will be allowed to work out his problems on waste paper, or to write on the blotting paper supplied for his use in the examination. Violation of this rule will subject the candidate to all the penalties of a failure.

A sheet of blotting paper should be issued to each candidate with the first examination paper, and it must be returned to the Examiner when the last paper is completed each day. The Examiner will be careful to see that the blotting paper has not been used by the candidate in solving his problems, or for conveying information to other candidates.

111. **Instruments are provided.**—All instruments necessary for use in the examinations are supplied by the Local Government.

112. **Leaving room or building.**—No candidate may leave the examination room without permission and without giving up the paper on which he is engaged. Under no circumstances will a candidate be allowed to leave the building while the examination is proceeding. Violation of this rule will subject the candidate to all the penalties of a failure.

113. **Copying, &c., to be prevented.**—Candidates should be so placed as to prevent one copying from the other, and no communication whatever between the candidates should be allowed.

114. **Penalty for Copying, &c.**—In the event of any candidate being discovered referring to any book or paper, or copying from another, or affording any assistance or giving any information to another, or communicating in any way with another, during the time of examination, or copying any part of the problems for the purpose of taking them out of the examination rooms he will subject himself to all the penalties of a failure, and will not be allowed to be examined for a period of six months.

A candidate guilty of a second offence will not be allowed to be examined until 12 months have elapsed.

115. **Injury to books.**—If a candidate defaces, blots, writes in, or otherwise injures any book or form belonging to the Local Government, the papers will be retained until he has replaced the damaged book or document. He will not be allowed to remove the damaged book or document, and will be subjected to all the penalties of a failure.

116. **Silence.**—Perfect silence is to be preserved in the examination room.

117. **Penalty for breach of rules.**—Any candidate violating any of the regulations, or being guilty of insolence to the Examiner, or of disorderly or improper conduct in or about the room, will render himself liable to the postponement of his examination, or, if he has passed, to the detention of his certificate for such period as the Local Government may direct.

118. **Examination papers: how to be dealt with.**—The examination papers of candidates must in all cases be sent to the Port Officer for his approval, together with the report of the examination on the Forms Exn. 14 and Exn. 34.

119. **Examination in Navigation.**—The whole of the written portion of the examination will be taken on the marks system. The candidate will be furnished with sheets of the blank ruled paper (Exn. 30) which is supplied for the purpose, with instructions that he is to work or write only on one side of the paper, and to answer in a clear and legible hand each of the questions on the paper, and to commence each answer by writing down the number of the question to which it relates in the margin. Marks will be allotted for each question, and candidates will be required to obtain 75 per cent. of the total marks in order to pass for an Ordinary Certificate, and 85 per cent. for an Extra Certificate. Papers will not be handed back to candidates for correction.

120. **Compass deviation.**—In answering questions on the tentative method of compass adjustment, the candidate will be tested by Beall's Compass Deviascope.

121. **Barometer, tides, &c.**—The examination on the barometer, thermometer, and hydrometer, prevailing winds and currents of the globe, trade routes, and tides, will be conducted orally, and the questions asked by the examiner, which will be constantly varied, will be confined to and based on the information given in the text-books mentioned in Appendix K; candidates will be required to have a fair and intelligent knowledge of the contents of those books.

122. **Sextant.**—Particular attention should be paid to the sextant, the examination in which will be conducted orally and practically. Every candidate will be required to measure both vertical and horizontal angles, and will be examined practically as to his knowledge of the adjustments and the use of the various screws; he must be able to read correctly on and off the arc, and must also be able to find the index error both by the horizon and by the sun.

123. **Corrections by tables.**—The corrections by inspection of tables given in some of the works on navigation, *e.g.*, Tables IX, XI and XXI, in Norie's Epitome, will not be allowed; every correction must appear on the papers of the candidates.

124. **Degree of precision required.**—Degree of precision required in the solution of the problems:—

(*a*) Candidates are expected to work their problems to the nearest half-minute of arc and to the nearest second in time.

(*b*) In interpolating for the correct deviation to be applied in solving the chart questions, it will usually be sufficient if the candidate works throughout with the nearest degree of deviation taken from the deviation card; and even in cases where the deviations may vary but little, the nearest half degree used throughout will be sufficiently precise. It is not necessary that the candidate should waste his time in solving the course to odd minutes, as is sometimes done.

(*c*) In calculating the correction to apply to soundings the candidate is not required to work to the exact inch, as is sometimes done. It will be sufficient if he brings his answer within half a foot or so of a precise result.

125. **Candidates may use own method.**—Candidates will be allowed to work out the various problems according to any method they have been accustomed to use.

126. **Supplementary viva voce.**—Candidates will be examined orally as to their knowledge of all their written and worked papers.

127. **No candidate to be examined twice in a week.**—A candidate will not be allowed to undergo examination twice in the same week, unless, under very special and urgent circumstances, the Examiner should see fit to relax this rule. In that case a special set of problems should be supplied to the candidate.

CHAPTER V.

TEMPORARY MODIFICATIONS IN THE REGULATIONS DUE TO WAR CONDITIONS.

128. **Examination of Enemy Aliens.**—So long as the war lasts no subject of an Enemy State will be allowed to present himself for examination for a certificate of competency in the Mercantile Marine or the Sea-fishing Service.

129. **Candidates for Masters' certificates to produce evidence of nationality.**—During the war no man may be examined for a certificate of competency as Master, Extra Master or Master (Home Trade) unless (*a*) he is a British subject and (*b*) at the time of his birth each of his parents was a British subject by birth or by naturalisation.

In order to prove that he complies with these conditions every candidate for any of the certificates named must produce to the Examiner his own birth certificate and the birth certificate or certificate of naturalisation of each of his parents. These documents should be lodged with the Examiner at least a week before the day on which the candidate wishes to present himself for examination.

This requirement does not apply to any officer who has been granted a commission in the Royal Naval Reserve since March, 1911, or in the Royal Naval Volunteer Reserve since February 1916.

If in any case there is any doubt whether the candidate complies with the above requirements, the local Examiner will refer the matter to the Principal Examiner.

130. **First Aid Certificates.**—A First Aid certificate which, though otherwise valid, is more than three years old will be accepted during the war if the holder has been prevented from renewing it by reason of the exigencies of the war service.

131. **Service under the Admiralty.**—All service afloat during the war in His Majesty's ships or in auxiliary supply ships or any other ships in attendance on the Fleet

will be accepted in full (subject to the ordinary conditions as laid down in the Regulations) as qualifying sea service for the purposes of the Government's examinations of Masters and Mates.

The Local Government cannot undertake to accept the whole or any definite proportion of service in the Royal Naval Reserve, which is *not* qualifying service in accordance with the Regulations, but they will be prepared to consider sympathetically an application for examination from a candidate who has been prevented by his service in the Royal Naval Reserve from complying fully with the requirements. This may be taken as applying, *i.e.*, to service with a First or Second Mate's certificate but in a rank below that of Acting Sub-Lieutenant.

132. **Service in the Royal Naval Reserve : Antedating Certificates.**—The Board of Trade have been in communication with the Admiralty with regard to the case of men serving in the Royal Naval Reserve during the war who are prevented by the exigencies of the Service from presenting themselves for examination on completion of the period of qualifying service required by the Regulations. Arrangements have been made whereby if such a person passes the examination for a certificate of competency at a time not remote from the conclusion of hostilities, he may have his certificate antedated to the date on which the period of qualifying service was completed; and service performed after that date, if eligible, will be accepted as qualifying for a higher certificate. No certificate, however, will be antedated to a date prior to that on which the candidate was called out for Active Service.

133. **Service in transports : Antedating Certificates.**—The arrangements indicated in rule 132 may be extended on certain conditions to men serving in vessels under Admiralty orders who are not in the Royal Naval Reserve. Such persons on applying for their certificates to be antedated will be required to produce a certificate signed or countersigned by the proper authority, showing that they were prevented by the exigencies of the service from presenting themselves for examination on completion of the period of qualifying service required by the Regulations.

For the purposes of the Regulations the proper authority will be :—

(*a*) In the case of men serving in His Majesty's commissioned ships, the Commanding Officer.

(*b*) In the case of men serving on requisitioned ship or ships employed on Admiralty service, the Director of Transports and Shipping.

(*c*) In the case of men serving on ships employed in the service of the Government of India, the Director of the Royal Indian Marine in Bombay and the Captain Superintendent of the Government Dockyard, at Kidderpore, in Bengal.

134. **Service in the Army.**—The Local Government are anxious that, so far as it is reasonably possible, seamen or apprentices who are at the present time serving in the Army should not be hindered in their ordinary profession; but the Local Government cannot, in the absence of any indication of the probable duration of the war, give a definite undertaking with regard to the extent to which such service could be accepted as part of the service required to qualify for certificates of competency in the Mercantile Marine. The Local Government must have regard to the essential condition that their certificates must testify to actual competency, but they will be prepared in due course to consider sympathetically any application to be examined by a candidate who has been prevented from complying fully with the Regulations owing to his service in the Army.

135. **Service under an Auxiliary First Mate.**—With reference to rule (*c*) of the Regulations, the Local Government will accept service as Second Mate while holding a First Mate's foreign-going certificate and performed during the war under an additional or auxiliary First Mate as qualifying service for a Maser's certificate, provided that a Third Mate is also carried, and the requirement that there shall be a Fourth Mate will, for the time being, not be insisted upon.

136. **Officers and Seamen interned Abroad.**—Time spent by officers and seamen interned abroad in attending organised lectures or classes of instruction will be accepted, subject to the following conditions, in lieu of a portion of the qualifying sea service required to qualify them for examination of a certificate of competency :—

(*a*) If nine hours a week are spent in attending lectures or classes, five weeks spent in this way will be accepted in lieu of one week's sea service. If eleven hours a week are spent in this way, four weeks will be accepted as one week's sea service. In no circumstances can a remission of more than three months' sea service be made.

(*b*) The lectures must form part of a definite course of study bearing on the candidate's profession.

(*c*) The candidate must produce a certificate, signed by the Lecturer or by some other recognised officer of the camp, that he has attended regularly and has profited by the instruction given. If possible the candidate should also produce his note books. It is suggested that the extent to which a student has profited should be ascertained by periodical examinations.

The subjects of study which are likely to be of value may be inferred from the syllabus for each grade of certificate given in the Regulations. The course of study need not, however, be confined to the actual subjects or questions specified in the syllabus and should embrace work more advanced and thorough than that necessary to meet the bare requirements of the examinations.

APPENDIX A.

EXAMINATION DAYS; EXTRA MASTERS', MASTERS' AND MATES' CERTIFICATES

Places.	For Masters and Mates.
Aberdeen	2nd and 4th Tuesday in each month.
Belfast	1st and 3rd Tuesday in each month.
Bristol	1st and 3rd Tuesday in each month.
Cardiff	1st and 3rd Tuesday in each month.
Dublin	2nd and 4th Tuesday in each month.
Dundee	1st, 3rd and 5th Tuesday in each month.
Glasgow	1st, 3rd and 5th Tuesday in each month.
Greenock	2nd and 4th Tuesday in each month.
Hartlepool, West	4th Tuesday in each month.
Hull	2nd and 4th Tuesday in each month.
Leith	2nd and 4th Tuesday in each month
Liverpool	Monday in each week.
London	Monday in each week. Examination in steam held on Friday in each week.
Newport, Mon.	2nd Tuesday in each month.
Plymouth	2nd and 4th Tuesday in each month.
Shields, South	1st and 3rd Tuesday in each month.
Southampton	1st and 3rd Tuesday in each month.
Sunderland	2nd and 5th Tuesday in each month.
Swansea	4th Tuesday in each month.
Calcutta	1st Monday in January, April, July and October and 2nd Monday in February, May, August and November.

N.B.—The examination days and the ports at which examinations are held are liable to be changed, and candidates are advised to ascertain the actual date of examination from the Superintendent of the Mercantile Marine Office, or the local Examiner of Masters and Mates.

APPENDIX B.

PORTS WHERE EXAMINATIONS IN THE SIGHT TESTS ARE HELD.

The Sight Tests can only be conducted in a good light, and it will often be impossible for candidates to have their sight tested later than two o'clock in the afternoon in the winter months (September to March inclusive), or even earlier on dull or foggy days. Where definite hours are mentioned in the following list of ports candidates can only be tested within those hours; at all ports candidates should attend as early in the morning as practicable :—

Aberdeen.—Monday before the 2nd and 4th Tuesday in each month.
Belfast.—Monday before the 1st and 3rd Tuesday in each month.
Bristol.—Monday before the 1st and 3rd Tuesday in each month.
Cardiff.—Any Monday between 10 A.M. and 11 A.M.
Dublin.—Monday before the 2nd and 4th Tuesday in each month.
Dundee.—Monday before the 1st, 3rd and 5th Tuesday in each month.
Glasgow.—Any day between 10 A.M. and noon.
Greenock.—Monday before the 2nd and 4th Tuesday in each month, between 10 A.M. and noon.
Grimsby.—Monday before the 1st and 3rd Tuesday in each month.
Hartlepool (West).—Monday before the 4th Tuesday in each month.
Hull.—Any day.
Leith.—Monday before the 2nd and 4th Tuesday in each month.
Liverpool.—Every Thursday, Friday and Saturday.
London (Dock Street, E.).—Every Friday and Saturday.
London (133, E. India Dock Road, Poplar, E. 14).—Any day between 10 A.M. and noon.
London (Tilbury, Essex).—Every Thursday and Friday between 10 A.M. and noon.
London (Victoria Docks, E. 16).—Any day.
Manchester (Salford).—Any day.
Newport.—Any Monday at 10 A.M.
Plymouth.—Monday before the 2nd and 4th Tuesday in each month.
Southampton.—Every Monday and other days by special arrangement.
South Shields.—Monday before the 1st and 3rd Tuesday in each month.
Sunderland.—Monday before the 2nd and 5th Tuesday in each month.
Swansea.—Any Monday at 10 A.M.
Calcutta.—Any day.

APPENDIX C.

(*See* Rule 25.)

REPRESENTATIVES OF ST. JOHN AMBULANCE ASSOCIATION.

England, Wales, Ireland and Bengal.

AVONMOUTH.—Dr. R. Rolfe, Roseneath, Avonmouth.
BELFAST.—Dr. R. W. Leslie, St. Helen's, Strandtown, Belfast.
BLYTH.—Dr. Manners, Waterloo House, Blyth.
BRISTOL.—A. St. J. Burroughs, Esq., 23, Bridge Street, Bristol.
CARDIFF and SWANSEA.—H. Lewis, Esq., 61, Cathedral Road, Cardiff.
CORK.—Dr. E. W. Allsom, 12, St. Patrick's Place, Cork; Dr. J. Booth, 89, South Mall, Cork; and A. E. Craddy, Esq., Superintendent, Mercantile Marine Office, Cork.
DEVONPORT.—R. J. Finall, Esq., Town Clerk's Office, Devonport.
DOVER.—R. E. Knocker, Esq., Castle Hill House, Dover.
DUBLIN.—Dr. J. Dallas Pratt, 19, Lower Fitzwilliam Square, Dublin.
GRAVESEND.—The Secretary, Technical Institute, Gravesend.
GRIMSBY.—A. H. Ely, Esq., Holm Hill School.
HULL.—Dr. A. W. Scott, Newland, Hull.
LIVERPOOL.—J. Roberts, Esq., 6, Wellington Buildings, 42, South Castle Street, Liverpool.
MERSEY MISSION.—The Rev. Canon Lambert, Mersey Mission to Seamen Institute, Hanover Street, Liverpool.
LONDON DOCKS.—Dr. Godding, Missions to Seamen Institute, Poplar, E.
MANCHESTER.—L. M. Brown, Esq., 17, Cooper Street, Manchester.
MIDDLESBROUGH.—E. C. Smith, Esq., 5, Royal Exchange, Middlesbrough.
NEWCASTLE-ON-TYNE.—F. D. Fenwick, Esq., Milburn House, Newcastle-on-Tyne.
NEWPORT (MON.).—A. G. Fudge, Esq., 7, Clytha Square, Newport, Mon.
PLYMOUTH.—P. S. Snell, Esq., 14, Old Town Street, Plymouth.
PORTSMOUTH.—F. S. Coward, Esq., The Woodlands, 80, Laburnum Grove, Portsmouth.
RAMSGATE.—Major-General G. T. Brown, C.B., King's Gate Cottage, St. Petersgate, Ramsgate.
N. SHIELDS.—E. P. Martin, Esq., 24, Spring Terrace, Chirton, N. Shields.
S. SHIELDS.—J. Page, Esq., Waterloo Chambers, 67, King Street, S. Shields.
SOUTHAMPTON.—Colonel G. E. Twiss, 8, St. John's Station Road, Sholing, Hants.
SUNDERLAND.—T. J. French, Esq., 12, Dale Terrace, Fulwell, Sunderland.
TENBY.—Dr. Charles Mathias, Tenby.
WEST HARTLEPOOL.—W. Nightingale Hall, Esq., Maltby House, St. Paul's Road, West Hartlepool.
WEYMOUTH.—Dr. G. G. Morrice, 17, Royal Terrace, Weymouth.
WHITBY.—The Rev. H. Haslop, Missions to Seamen Institute, Whitby.
YARMOUTH.—B. Peart, Esq., 28, South Quay, Great Yarmouth.
CALCUTTA.—Dr. C. H. Elmes, 9-4, Middleton Row.

REPRESENTATIVES OF ST. ANDREW'S AMBULANCE ASSOCIATION.

Scotland.

ABERDEEN.—William Smith, Esq., Secretary, Local Committee, St. Andrew's Ambulance Association, 201, Union Street, Aberdeen.
GLASGOW AND DUNDEE.—Lieut.-Col. H. J. Barnes, General Secretary, Head Office, St. Andrew's Ambulance Association, 176, West Regent Street, Glasgow.
GREENOCK.—R. A. Clapperton-Stewart, Esq., Secretary, Local Committee, St. Andrew's Ambulance Association, 2, Church Place, Greenock.
LEITH.—Alex. Morrison, Esq., Secretary, Executive Committee, St. Andrew's Ambulance Association, 16, South Charlotte Street, Edinburgh.

REPRESENTATIVES OF THE ST. PATRICK'S AMBULANCE ASSOCIATION.

Ireland.

DUBLIN.—Lieut.-Col. Adye Curran, M.E., F.R.C.S.I., Esker House, Upper Rathmines, Dublin.
" Charles Preston Ball, Esq., M.D., 62, Merion Road, Dublin.
" Andrew Charles, Esq., F.R.C.S.I., 64, Harcourt Street, Dublin.
" J. H. Davys, Esq., L.R.C.P. & S.I., 20, Westland Row, Dublin.
" Lieut.-Col. Johnson, R.A.M.C., 8, Vesey Place, Kingstown, Dublin.
" Edward Magennis, Esq., J.P., M.D., Governor of Apothecaries' Hall, 37, Harcourt Street, Dublin.
" R. Percy McDonell, Esq., F.R.C.S.I., 20, Lower Leeson Street, Dublin.

APPENDIX D.

(*See* Rule 30 and 66.)

EXAMINATION IN SIGNALLING.

The examination in Signalling should in all cases and for all grades commence with an examination in the International Code and be followed by an examination in the British Signal Manual, including Morse Flashing, Flag-waving and Semaphore.

International Code.—Examiners are recommended to frame the examination in the International Code of Signals, upon the instructions and illustrations given at the commencement of Parts I and II of the Signal Book. The information there given will be found sufficient to indicate all the characteristics of the Code.

By the form of the hoist, an observer can at sight understand the nature of any signal he sees flying; the examination should, therefore, tend to elicit a clear knowledge of all the distinctive features of the Code.

With this object in view, the Examiners should question the candidates as to the distinguishing forms of the respective hoists, which will be indicated according as a burgee, a pennant, or a square flag is uppermost, and also with regard to the number of flags, and the position of the Code flag when used in the hoist; making the 1, 2, 3 and 4 flag signals with the flags supplied for the purpose, and varying the signals made, showing 2 and 3 flag signals, with and without the Code flag included, or a Geographical or a Vocabulary signal, the name of a merchant ship or of a ship of war.

As the two latter signals would not be found in the Signal Book, the candidate should know where to find them and how to look them out.

The candidate should:—(*a* Be able to read a signal at sight, so far as to name the flags composing the hoist. (*b*) Know the use of the Code pennant and of the penants C and D, "Yes" and "No," also of the two burgees A and B, and the square flags S and P, and the flags used to indicate cholera, plague, etc., on board, and the quarantine flag. (*c*) Be required to signal some word or words not included in the vocabulary of the Code either by letters or by the Spelling Table (page 516) or both. (*d*) Have a knowledge of the Distant Signals, and of their object, and the different modes of signalling therewith. (*e*) Know the special Morse signals indicated by certain letters as given on page 550. (*f*) Have a good knowledge of the Distress Signals and understand the penalty which may be incurred by their improper use.

The International Code is used on board His Majesty's ships, and it has been adopted by all the principal Maritime Powers for their public as well as merchant ships.

British Signal Manual.—Candidates will be expected to know the meaning of any or all of the single flag signals given therein, and the significations of the Pilot Jack when incorporated in a hoist. They should also be required to make or read from the Pilot Jack table a hoist given by the Examiner. Candidates need not be expected to commit the Pilot Jack table to memory, but there should be no hesitation whatever in making or reading a signal. They should also know how to recognise any of the Special Signals given at the end of the British Signal Manual.

Morse Flashing Flagwaving and Semaphore.—Candidates for the Extra Master's certificate and for the voluntary examination in signalling will be required to attain a minimum speed of 12 words a minute in semaphore, 10 words a minute in Morse flashing and 6 words a minute in Morse flagwaving (the average length of a word being taken as 5 letters).

Candidates for other certificates will only be required to attain a speed of 5 words a minute in Morse flashing and flagwaving and 8 words a minute in Semaphore.

In the ordinary examination, it will be sufficient if in Morse flashing a candidate is given a test card and a spelling message of 10 words, in Morse flagwaving a spelling message of 10 words, and in Semaphore a spelling message of 25 words.

In the Extra Master's examination, and in the voluntary examination in signalling, the Semaphore test will be a spelling message of 50 words.

The Morse flashing and flagwaving test will be a test message (*see* British Signal Manual), followed by a spelling message of 25 words.

The candidate must attain a degree of accuracy of at least 90 per cent. both in making and reading in each method, *i.e*, Flashing, Flagwaving and Semaphore.

In the examination in Morse flashing and flagwaving the candidate should be first required to make a test message, followed by a spelling message of 25 words. The Examiner should then make a test message, followed by a spelling message of 25 words to be read by the candidate.

The same procedure must be observed in the Semaphore examination, except that, as a test message is not given, the candidate will be required to make a spelling message of 50 words and then to read a message of 50 words made by the Examiner. The Semaphore messages may be made either by hand flags or mechanical Semaphore, or both at the discretion of the Examiner.

In the Morse flashing and flagwaving examination, marks will be allotted for the test message in the proportion of 50-78 of a mark for each correct letter (see table at back of test cards), and for the spelling message 2 marks for each correct word or group of figures. The candidate must for a pass gain an aggregate of at least 90 per cent. of the maximum marks in both spelling and test messages.

In the Semaphore examination 2 marks will be allotted for each correct word and 90 per cent of the maximum must be obtained for a pass.

The spelling message is left to the discretion of the Examiner, and may be a passage from any book or newspaper in English. When the passage contains figures and the candidate does not choose to spell them out, the Examiner should see that the proper signs are made before and after the figures.

The message as read by the candidate should be taken down by another candidate where possible, otherwise by a clerk, or other person according as the Examiner may deem expedient.

Candidates should be thoroughly tested in the various signs and the procedure of calling up, sending and answering a signal, as laid down in the British Signal Manual, and this course should always be strictly adhered to.

Particular attention should be paid by Examiners to the accurate spacing of the Morse signs, and to the intervals between letters and words, both in flashing and flagwaving, and also to the correct making of the Semaphore signs. Any attempted increase of speed at the expense of accuracy should be discouraged.

The block letter test and spelling message as read by the candidate should be forwarded on the Form Exn. 19*a*, together with the percentage of marks allotted and report on the Form Exn. 19*b* to the Principal Examiner, with any remarks the Examiner may have to add with respect to the examination.

Note.—The International Code of Signals with the Signal Letters of British Ships, is prepared by the Registrar-General of Shipping and Seamen, and may be obtained of the publishers, Messrs. Spottiswoode, Ballantyne & Co., 1, New Street Square, London, E.C.4, and the principal booksellers at the various ports, price 5*s*.

The Official Mercantile Navy List and Maritime Directory may be obtained in like manner, price 12*s*.

The British Signal Manual may be obtained through any book-seller, or directly from His Majesty's Stationery Office at any of the addresses given on the title page of these Regulations, price 6*d*.

APPENDIX E.

REGULATIONS FOR PREVENTING COLLISIONS AT SEA.

1. ORDER IN COUNCIL OF OCTOBER 13, 1910.

SCHEDULE I.

Preliminary.

These Rules shall be followed by all vessels upon the high seas and in all waters connected therewith, navigable by sea-going vessels.

In the following Rules every steam vessel which is under sail and not under steam is to be considered a sailing vessel, and every vessel under steam, whether under sail or not, is to be considered a steam vessel.

The word "steam vessel" shall include any vessel propelled by machinery.

A vessel is "under way" within the meaning of these Rules, when she is not at anchor, or made fast to the shore or aground.

Rules concerning lights, etc

The word "visible" in these Rules, when applied to lights, shall mean visible on a dark night with a clear atmosphere.

Article 1. The rules concerning lights shall be complied with in all weathers from sunset to sunrise, and during such time no other lights which may be mistaken for the prescribed lights shall be exhibited.

Article 2. A steam vessel when under way shall carry :—

(*a*) On or in front of the foremast, or if a vessel without a foremast, then in the fore part of the vessel, at a height above the hull, of not less than 20 feet, and if the breadth of the vessel exceeds 20 feet, then at a height above the hull not less than such breadth, so, however, that the light need not be carried at a greater height above the hull than 40 feet, a bright white light, so constructed as to show an unbroken light over an arc of the horizon of 20 points of the compass, so fixed as to throw the light 10 points on each side of the vessel, viz., from right ahead to 2 points abaft the beam on either side, and of such a character as to be visible at a distance of at least 5 miles.

(*b*) On the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least 2 miles.

(*c*) On the port side a red light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass, so fixed as to throw the light from right ahead to 2 points abaft the beam on the port side, and of such a character as to be visible at a distance of at least 2 miles.

(*d*) The said green and red side-lights shall be fitted with in-board screens projecting at least 3 feet forward from the light, so as to prevent these lights from being seen across the bow.

(*e*) A steam vessel when under way may carry an additional white light similar in construction to the light mentioned in subdivision (*a*). These two lights shall be so placed in line with the keel that one shall be at least 15 feet higher than the other, and in such a position with reference to each other that the lower light shall be forward of the upper one. The vertical distance between these lights shall be less than the horizontal distance.

Article 3. A steam vessel when towing another vessel shall, in addition to her side-lights, carry two bright white lights in a vertical line one over the other, not less than 6 feet apart, and when towing more than one vessel shall carry an additional bright white light 6 feet above or below such lights, if the length of the tow, measuring from the stern of the towing vessel to the stern of the last vessel towed, exceeds 600 feet. Each of these lights shall be of the same construction and character, and shall be carried in the same position as the white light mentioned in Article 2 (*a*), except the additional light, which may be carried at a height of not less than 14 feet above the hull.

Such steam vessel may carry a small white light abaft the funnel or aftermast for the vessel towed to steer by, but such light shall not be visible forward of the beam.

Article 4. (*a*) A vessel which from any accident is not under command shall carry at the same height as the white light mentioned in Article 2 (*a*), where they can be seen, and, if a steam vessel, in lieu of that light, two red lights, in a vertical line one over the other, not less than 6 feet apart, and of such a character as to be visible all round the horizon at a distance of at least 2 miles ; and shall by day carry in a vertical line one over the other not less than 6 feet apart, where they can best be seen, two black balls or shapes each 2 feet in diameter.

(*b*) A vessel employed in laying or in picking up a telegraph cable shall carry in the same position as the white light mentioned in Article 2 (*a*), and if a steam vessel, in lieu of that light, three lights in a vertical line one over the other, not less than 6 feet apart. The highest and lowest of these lights shall be red, and the middle light shall be white, and they shall be of such a character as to be visible all round the horizon, at a distance of at least 2 miles. By day she shall carry in a vertical line one over the other, not less than 6 feet apart, where they can best be seen, three shapes not less than 2 feet in diameter, of which the highest and lowest shall be globular in shape and red in colour, and the middle one diamond in shape and white.

(*c*) The vessel referred to in this Article when not making way through the water, shall not carry the side lights, but when making way shall carry them.

(*d*) The lights and shapes required to be shown by this Article are to be taken by other vessels as signals that the vessel showing them is not under command and cannot therefore get out of the way.

These signals are not signals of vessels in distress and requiring assistance. Such signals are contained in Article 31.

Article 5. A sailing vessel under way, and any vessel being towed, shall carry the same lights as are prescribed by Article 2 for a steam vessel under way, with the exception of the white lights mentioned therein, which they shall never carry.

Article 6. Whenever, as in the case of small vessels under way during bad weather, the green and red side-lights cannot be fixed, these lights shall be kept at hand lighted and ready for use; and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side nor the red light on the starboard side, nor, if practicable, more than 2 points abaft the beam on their respective sides.

To make the use of these protable lights more certain and easy, the lanterns containing them shall each be painted outside with the colour of the light they respectively contain, and shall be provided with proper screens.

Article 7. Steam vessels of less than 40, and vessels under oars or sails of less than 20 tons gross tonnage, respectively, and rowing boats, when under way, shall not be obliged to carry the lights mentioned in Article 2 (*a*), (*b*) and (*c*), but if they do not carry them they shall be provided with the following lights :—

1. Steam vessels of less than 40 tons shall carry :—

(*a*) In the forepart of the vessel, or on or in front of the funnel, where it can best be seen, and at a height above the gunwale of not less than 9 feet, a bright white light constructed and fixed as prescribed in Article 2 (*a*), and of such a character as to be visible at a distance of at least 2 miles.

(*b*) Green and red side-lights constructed and fixed as prescribed in Article 2 (*b*) and (*c*) and of such a character as to be visible at a distance of at least 1 mile, or a combined lantern showing a green light and a red light from right ahead to 2 points abaft the beam on their respective sides. Such lantern shall be carried not less than 3 feet below the white light.

2. Small steamboats, such as are carried by sea-going vessels, may carry the white light at a less height than 9 feet above the gunwale, but it shall be carried above the combined lantern, mentioned in subdivision 1 (*b*).

3. Vessels under oars or sails, of less than 20 tons, shall have ready at hand a lantern with a green glass on one side and a red glass on the other, which, on the approach of or to other vessels, shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side nor the red light on the starboard side.

4. Rowing boats, whether under oars or sail, shall have ready at hand a lantern showing a white light, which shall be temporarily exhibited in sufficient time to prevent collision.

The vessels referred to in this Article shall not be obliged to carry the lights prescribed by Article 4 (*a*), and Article 11, last paragraph.

Article 8. Pilot-vessels, when engaged on their station on pilotage duty, shall not show the lights required for other vessels, but shall carry a white light at the masthead, visible all round the horizon, and shall also exhibit a flare-up light or flare-up lights at short intervals, which shall never exceed fifteen minutes.

On the near approach of or to other vessels they shall have their side-lights lighted, ready for use, and shall flash or show them at short intervals, to indicate the direction in which they are heading, but the green light shall not be shown on the port side, nor the red light on the starboard side.

A pilot-vessel of such a class as to be obliged to go alongside of a vessel to put a pilot on board, may show the white light instead of carrying it at the masthead, and may, instead of the coloured lights above mentioned, have at hand ready for use a lantern with a green glass on the one side and a red glass on the other, to be used as prescribed above.

A steam pilot-vessel exclusively employed for the service of pilots licensed or certified by any pilotage authority or the Committee of any pilotage district, when engaged on her station on pilotage duty and not at anchor, shall, in addition to the lights required for all pilot boats, carry at a distance of eight feet below her white masthead light a red light visible all round the horizon and of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least two miles, and also the coloured side-lights required to be carried by vessels when under way.

When engaged on her station on pilotage duty and at anchor she shall carry, in addition to the lights required for all pilot boats, the red light above mentioned, but not the coloured side-lights.

Pilot-vessels, when not engaged on their station on pilotage duty, shall carry lights similar to those of other vessels of their tonnage.

Article 9.*† Fishing-vessels and fishing-boats, when under way and when not required by this Article to carry or show the lights hereinafter specified, shall carry or show the lights prescribed for vessels of their tonnage under way.

(*a*) Open boats, by which it is to be understood boats not protected from the entry of sea water by means of a continuous deck, when engaged in any fishing at night with outlying tackle extending not more than 150 feet horizontally from the boat into the seaway, shall carry one all-round white light.

Open boats, when fishing at night, with outlying tackle extending more than 150 feet horizontally from the boat into the seaway, shall carry one all round white light, and in addition, on approaching or being approached by other vessels, shall show a second white light at least 3 feet below the first light and at a horizontal distance of at least 5 feet away from it in the direction in which the outlying tackle is attached.

(*b*)‡Vessels and boats, except open boats as defined in subdivision (*a*), when fishing with drift-nets, shall, so long as the nets are wholly or partly in the water, carry two white lights where they can best be seen. Such lights shall be placed so that the vertical distance between them shall be not less than 6 feet, and not more than 15 feet, and so that the horizontal distance between them, measured in a line with the keel, shall be not less than 5 feet and not more than 10 feet. The lower of these two lights shall be in the direction of the nets, and both of them shall be of such a character as to show all round the horizon, and to be visible at a distance of not less than 3 miles.

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* This article does not apply to Chinese or Siamese vessels.

† The expression "Mediterranean Sea" contained in sub-sections (*b*) and (*c*) of this Article includes the Black Sea and the other adjacent inland seas in communication with it.

‡ Dutch vessels and boats when engaged in the "kol" or handline, fishing will carry the lights prescribed for vessels fishing with drift-nets.

Within the Mediterranean Sea and in the seas bordering the coasts of Japan and Korea* sailing fishing vessels of less than 20 tons gross tonnage shall not be obliged to carry the lower of these two lights; should they, however, not carry it, they shall show in the same position (in the direction of the net or gear) a white light, visible at a distance of not less than one sea mile, on the approach of or to other vessels.

(c) Vessels and boats, except open boats as defined in subdivision (a), when line-fishing with their lines out and attached to or hauling their lines, and when not at anchor or stationary within the meaning of subdivision (h), shall carry the same lights as vessels fishing with drift-nets. When shooting lines, or fishing with towing lines, they shall carry the lights prescribed for a steam or sailing vessel under way, respectively.

Within the Mediterranean Sea and in the seas bordering the coasts of Japan and Korea* sailing fishing vessels of less than 20 tons gross tonnage shall not be obliged to carry the lower of these two lights; should they, however, not carry it, they shall show in the same position (in the direction of the lines) a white light, visible at a distance of not less than one sea mile, on the approach of or to other vessels.

(d) Vessels, when engaged in trawling, by which is meant the dragging of an apparatus along the bottom of the sea—

1. If steam vessels, shall carry, in the same position as the white light mentioned in Article 2 (a) a tricoloured lantern so constructed and fixed as to show a white light from right ahead to two points on each bow, and a green light and a red light over an arc of the horizon from two points on each bow to two points abaft the beam on the starboard and port sides, respectively; and not less than 6 nor more than 12 feet below the tricoloured lantern a white light in a lantern, so constructed as to show a clear, uniform and unbroken light all round the horizon.
2. If sailing vessels, shall carry a white light in a lantern, so constructed as to show a clear, uniform and unbroken light all round the horizon, and shall also, on the approach of or to other vessels, show where it can best be seen a white flare-up light or torch in sufficient time to prevent collision.

All lights mentioned in subdivision (d) 1 and 2 shall be visible at a distance of at least 2 miles.

(e) Oyster dredgers and other vessels fishing with dredge-nets shall carry and show the same lights as trawlers.

(f) Fishing-vessels and fishing-boats may at any time use a flare-up light in addition to the lights which they are by this Article required to carry and show, and they may also use working lights.

(g) Every fishing-vessel and every fishing-boat under 150 feet in length, when at anchor, shall exhibit a white light visible all round the horizon at a distance of at least one mile.

Every fishing-vessel of 150 feet in length or upwards, when at anchor, shall exhibit a white light visible all round the horizon at a distance of at least one mile, and shall exhibit a second light as provided for vessels of such length by Article 11.

Should any such vessel, whether under 150 feet in length, or of 150 feet in length or upwards, be attached to a net or other fishing gear, she shall on the approach of other vessels show an additional white light at least 3 feet below the anchor light, and at a horizontal distance of at least 5 feet away from it in the direction of the net or gear.

(h) If a vessel or boat when fishing becomes stationary in consequence of her gear getting fast to a rock or other obstruction, she shall in daytime haul down the day-signal required by subdivision (k); at night show the light or lights prescribed for a vessel at anchor; and during fog, mist, falling snow, or heavy rain-storms make the signal prescribed for a vessel at anchor. [*See* subdivision (d), and the last paragraph of Article 15.]

(i) In fog, mist, falling snow, or heavy rain-storms, drift-net vessels attached to their nets, and vessels when trawling, dredging, or fishing with any kind of dredge-net, and vessels line-fishing with their lines out, shall, if of 20 tons gross tonnage or upwards, respectively, at intervals of not more than one minute make a blast; if steam vessels, with the whistle or siren, and if sailing vessels, with the fog-horn; each blast to be followed by ringing the bell. Fishing vessels and boats of less than 20 tons gross tonnage shall not be obliged to give the abovementioned signals; but if they do not, they shall make some other efficient sound signal at intervals of not more than one minute.

(k) All vessels or boats fishing with nets or lines or trawls, when under way, shall in daytime indicate their occupation, to an approaching vessel by displaying a basket or other efficient signal where it can best be seen. If vessels or boats at anchor have their gear out, they shall, on the approach of other vessels, show the same signal on the side on which those vessels can pass.

The vessels required by this Article to carry or show the lights hereinbefore specified shall not be obliged to carry the lights prescribed by Article 4(a), and the last paragraph of Article 11.

Article 10. A vessel which is being overtaken by another shall show from her stern to such last-mentioned vessel a white light or a flare-up light.

The white light required to be shown by this Article may be fixed and carried in a lantern, but in such case the lantern shall be so constructed, fitted, and screened that it shall throw an unbroken light over an arc of the horizon of 12 points of the compass, viz., for 6 points from right aft on each side of the vessel, so as to be visible at a distance of at least 1 mile. Such light shall be carried as nearly as practicable on the same level as the side-lights.

Article 11. A vessel under 150 feet in length, when at anchor, shall carry forward, where it can best be seen, but at a height not exceeding 20 feet above the hull, a white light in a lantern so constructed as to show a clear, uniform and unbroken light visible all round the horizon at a distance of at least 1 mile.

A vessel of 150 feet or upwards in length, when at anchor, shall carry in the forward part of the vessel, at a height of not less than 20, and not exceeding 40, feet above the hull, one such light, and at or near the stern of the vessel, and at such a height that it shall be not less than 15 feet lower than the forward light, another such light.

The length of the vessel shall be deemed to be the length appearing in her certificate of registry.

A vessel aground in or near a fairway shall carry the above light or lights and the two red lights prescribed by Article 4 (a).

Article 12. Every vessel may, if necessary in order to attract attention, in addition to the lights which she is by these Rules required to carry, show a flare-up light or use any detonating signal that cannot be mistaken for a distress signal.

* Also, as regards Russian vessels, in the seas (excluding the Baltic) bordering the coasts of Russia.

Article 13. Nothing in these Rules shall interfere with the operation of any special rules made by the Government of any nation with respect to additional station and signal lights for two or more ships of war or for vessels sailing under convoy, or with the exhibition of recognition signals adopted by shipowners, which have been authorized by their respective Governments and duly registered and published.

Article 14. A steam vessel proceeding under sail only, but having her funnel up, shall carry in day-time, forward, where it can best be seen, one black ball or shape 2 feet in diameter.

Sound-signals for Fog, etc.

Article 15. All signals prescribed by this Article for vessels under way shall be given:

1. By "steam vessels" on the whistle or siren.
2. By "sailing vessels and vessels towed" on the fog-horn.

The words "prolonged blast" used in this Article shall mean a blast of from 4 to 6 seconds' duration.

A steam vessel shall be provided with an efficient whistle or siren, sounded by steam or some substitute for steam, so placed that the sound may not be intercepted by any obstruction, and with an efficient fog-horn, to be sounded by mechanical means, and also with an efficient bell.* A sailing vessel of 20 tons gross tonnage or upwards shall be provided with a similar fog-horn and bell.

In fog, mist, falling snow, or heavy rain-storms, whether by day or night, the signals described in this Article shall be used as follows, viz. :—

(*a*) A steam vessel having way upon her, shall sound, at intervals of not more than 2 minutes, a prolonged blast.

(*b*) A steam vessel under way, but stopped and having no way upon her, shall sound, at intervals of not more than 2 minutes, two prolonged blasts, with an interval of about 1 second between them.

(*c*) A sailing vessel under way shall sound, at intervals of not more than 1 minute, when on the starboard tack one blast, when on the port tack two blasts in succession, and when with the wind abaft the beam three blasts in succession.

(*d*) A vessel, when at anchor, shall, at intervals of not more than 1 minute, ring the bell rapidly for about 5 seconds.

(*e*) A vessel, when towing a vessel employed in laying or in picking up a telegraph cable, and a vessel under way, which is unable to get out of the way of an approaching vessel through being not under command, or unable to manœuvre as required by these Rules, shall, instead of the signals prescribed in subdivisions (*a*) and (*c*) of this Article, at intervals of not more than 2 minutes, sound three blasts in succession, viz. : one prolonged blast followed by two short blasts. A vessel towed may give this signal and she shall not give any other.

Sailing vessels and boats of less than 20 tons gross tonnage shall not be obliged to give the above-mentioned signals, but if they do not, they shall make some other efficient sound-signal at intervals of not more than 1 minute.†

Speed of ships to be Moderate in Fog, etc.

Article 16. Every vessel shall, in a fog, mist, falling snow, or heavy rain-storms, go at a moderate speed, having careful regard to the existing circumstances and conditions.

A steam vessel hearing, apparently forward of her beam, the fog-signal of a vessel the position of which is not ascertained, shall, so far as the circumstances of the case admit, stop her engines, and then navigate with caution until danger of collision is over.

STEERING AND SAILING RULES.

Preliminary—Risk of Collision.

Risk of collision can, when circumstances permit, be ascertained by carefully watching the compass bearing of an approaching vessel. If the bearing does not appreciably change, such risk should be deemed to exist.

Article 17. When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other, as follows, viz. :—

(*a*) A vessel which is running free shall keep out of the way of a vessel which is close-hauled.
(*b*) A vessel which is close-hauled on the port tack shall keep out of the way of a vessel which is close-hauled on the starboard tack.
(*c*) When both are running free, with the wind on different sides, the vessel which has the wind on the port side shall keep out of the way of the other.
(*d*) When both are running free, with the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward
(*e*) A vessel which has the wind aft shall keep out of the way of the other vessel.

Article 18. When two steam vessels are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other.

This Article only applies to cases where vessels are meeting end on, or nearly end on, in such a manner as to involve risk of collision, and does not apply to two vessels which must, if not keep on their respective courses, pass clear of each other.

* In all cases where the rules require a bell to be used a drum may be substituted on board Turkish vessels, or a gong where such articles are used on board small sea-going vessels.

† Dutch steam pilot-vessels, when engaged on their station on pilotage duty in fog, mist, falling snow, or heavy rain-storms are required to make at intervals of 2 minutes at most one long blast with the siren, followed after 1 second by a long blast with the steam whistle and again after 1 second by a long blast on the siren. When not engaged on their station on pilotage duty, they make the same signals as other steamships.

The only cases to which it does apply are when each of the two vessels is end on, or nearly end on, to the other; in other words, to cases in which, by day, each vessel sees the masts of the other in a line, or nearly in a line, with her own; and, by night, to cases to which each vessel is in such a position as to see both the side-lights of the other.

It does not apply, by day, to cases in which a vessel sees another ahead crossing her own course; or by night, to cases where the red light of one vessel is opposed to the red light of the other, or where the green light of one vessel is opposed to the green light of the other, or where a red light without a green light, or a green light without a red light, is seen ahead, or where both green and red lights are seen anywhere but ahead.

Article 19. When two steam vessels are crossing, so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way of the other.

Article 20. When a steam vessel and a sailing vessel are proceeding in such directions as to involve risk of collision, the steam vessel shall keep out of the way of the sailing vessel.

Article 21. Where by any of these Rules one of two vessels is to keep out of the way, the other shall keep her course and speed.

Note.—When, in consequence of thick weather or other causes, such vessel finds herself so close that collision cannot be avoided by the action of the giving-way vessel alone, she also shall take such action as will best aid to avert collision. (*See* Articles 27 and 29.)

Article 22. Every vessel which is directed by these Rules to keep out of the way of another vessel shall, if the circumstances of the case admit, avoid crossing ahead of the other.

Article 23. Every steam vessel which is directed by these Rules to keep out of the way of another vessel shall, on approaching her, if necessary, slacken her speed or stop or reverse.

Article 24. Notwithstanding anything contained in these Rules, every vessel, overtaking any other, shall keep out of the way of the overtaken vessel.

Every vessel coming up with another vessel from any direction more than two points abaft her beam, *i.e.*, in such a position, with reference to the vessel which she is overtaking that at night she would be unable to see either of that vessel's side-lights, shall be deemed to be an overtaking vessel; and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of these Rules, or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

As by day the overtaking vessel cannot always know with certainty whether she is forward or abaft this direction from the other vessel, she should, if in doubt, assume that she is an overtaking vessel and keep out of the way.

Article 25. In narrow channels every steam vessel shall, when it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard side of such vessel.

Article 26. Sailing vessels under way shall keep out of the way of sailing vessels or boats fishing with nets, or lines, or trawls. This Rule shall not give to any vessel or boat engaged in fishing the right of obstructing a fairway used by vessels other than fishing vessels or boats.

Article 27. In obeying and construing these Rules, due regard shall be had to all dangers of navigation and collision, and to any special circumstances which may render a departure from the above Rules necessary in order to avoid immediate danger.

Sound Signals for Vessels in Sight of one Another.

Article 28. The words "short blast" used in this Article shall mean a blast of about one second's duration.

When vessels are in sight of one another, a steam vessel under way, in taking any course authorised or required by these Rules, shall indicate that course by the following signals on her whistle or siren, viz.:—

One short blast to mean, "I am directing my course to starboard."
Two short blasts to mean, "I am directing my course to port."
Three short blasts to mean, "My engines are going full speed astern."

No Vessels under any circumstances to neglect proper Precautions.

Article 29. Nothing in these Rules shall exonerate any vessel, or the owner, or master, or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

Reservation of Rules for Harbours and Inland Navigation.

Article 30. Nothing in these Rules shall interfere with the operation of a special rule, duly made by local authority, relative to the navigation of any harbour, river, or inland waters.

Distress Signals.

Article 31. When a vessel is in distress and requires assistance from other vessels or from the shore, the following shall be the signals to be used or displayed by her, either together or separately, viz.:—

*In the daytime—

1. A gun or other explosive signal fired at intervals of about a minute.
2. The International Code signal of distress indicated by NC.
3. †The distant signal, consisting of a square flag, having either above or below it a ball or any thing resembling a ball.
4. A continuous sounding with any fog-signal apparatus.

*If a master of a vessel uses or displays, or causes or permits any person under his authority to use or display, any of those signals of distress, except in the case of a vessel being in distress, he shall be liable to pay compensation for any labour undertaken, risk incurred, or loss sustained in consequence of that signal having been supposed to be a signal of distress, and that compensation may, without prejudice to any other remedy, be recovered in the same manner in which salvage is recoverable. [Merchant Shipping Act, 1894, section 434 (2).]

†A further distress signal is provided in the International Code of Signals. It is a distant signal consisting of a cone point upwards, having either above it or below it a ball, or anything resembling a ball. This signal has not been sanctioned by Order in Council under the provisions of section 435 of the Merchant Shipping Act, 1894.

At night—

1. A gun or other explosive signal fired at intervals of about a minute.
2. Flames on the vessel (as from a burning tar-barrel, oil-barrel, etc.).
3. Rockets or shells, throwing stars of any colour or description, fired one at a time, at short intervals.
4. A continuous sounding with any fog-signal apparatus.

AIDS TO MEMORY in four verses, by the late MR. THOMAS GRAY, C.B.

1. *Two Steam Ships meeting.*

When both side lights you see ahead—
Port your helm and show your RED.

2. *Two Steam Ships passing.*

GREEN to GREEN—or, RED to RED—
Perfect safety—Go ahead!

3. *Two Steam Ships crossing.*

Note.—This is the position of greatest danger: there is nothing for it but good look-out, caution and judgment.

If to your starboard RED appear,
It is your duty to keep clear;
To act as judgment says is proper:—
To Port—or Starboard—Back,—or, Stop her.

But when upon your Port is seen
A Steamer's Starboard Light of GREEN
There's not so much for you to do,
For GREEN to Port keeps clear of you.

4. *All Ships must keep a good look-out, and Steam Ships must stop and go astern, if necessary.*

Both in safety and in doubt
Always keep a good look-out;
In danger, with no room to turn,
Ease her, stop her, go astern.

APPENDIX F.

SIGNALS TO BE MADE BY SHIP WANTING A PILOT.

In the daytime.—The following signals, numbered 1, 2, 3 and 4, when used or displayed together or separately, shall be deemed to be signals for a pilot in the daytime, viz.:—

1. To be hoisted at the fore, the Union Jack, having round it a white border, one-fifth of the breadth of the flag; or
2. The International Code pilotage signal indicated by PT.
3. The International Code Flag S, with or without the Code Pennant over it.
4. The distant signal, consisting of a cone point upwards, having above it two balls or shapes resembling balls.

At night.—The following signals, numbered 1 and 2, when used or displayed together or separately, shall be deemed to be signals for a pilot at night viz.:—

1. The pyrotechnic light, commonly known as a blue light, every fifteen minutes; or
2. A bright white light, flashed or shown at short or frequent intervals just above the bulwarks, for about a minute at a time.

If a master of a vessel uses or displays, or causes or permits any person under his authority to use or display, any of the pilot signals for any other purpose than that of summoning a pilot, or uses or causes or permits any person under his authority to use any other signal for a pilot, he shall for each offence be liable to a fine not exceeding twenty pounds. [Merchant Shipping Act, 1894, section 615 (3).]

APPENDIX G.

DEVIATION OF THE COMPASS.

FOR MASTERS' CERTIFICATES FOR HOME TRADE PASSENGER SHIPS.

The candidate must answer in writing, on paper given him by the Examiner, all the following questions, numbering his answers to correspond with the numbers of the questions:—

1. When taking a Meridian Altitude, how do you know when the sun is on the Meridian; or in other words, when it is noon?
2. How does the sun bear (*true and magnetic*) when on the meridian of an observer in these latitudes (Home Trade Limits)?
3. What do you mean by deviation of the Compass, and how is it caused?

4. Having determined the deviation, how do you know when it is easterly and when westerly ?
5. Supposing the sun when on the meridian bore by your Compass _____ what would be the deviation of that Compass for the direction of the ship's head at the time, the variation given on the Chart being _____ ?
6. How could you find the deviation of your Compass when in port, or when sailing along a coast ?
7. Name some suitable terrestrial objects by which you could readily obtain the deviation of your Compass.
8. The bearing of two objects when in a line with each other was found on the Chart to be _____ magnetic ; but when brought in a line on board they bore _____ by your Compass ; required the deviation of your Compass for the direction of the ship's head at the time ?
9. What means are there for checking the deviation of your Compass by night ?
10. Supposing the North Star (*Polaris*) bore _____ by your Compass, what would be the deviation (approximately) of that Compass for the direction of the ship's head at the time, supposing the variation given on the Chart to be _____ ?
11. Do you expect the deviation to change ? If so, state under what circumstances.
12. What is meant by the variation of the Compass, and what is the cause of it ?

APPENDIX H.

(*See* Rule 67.)

EXAMINATION OF A MASTER OR MATE IN STEAM.

The examination is for the most part *vivâ voce*, and extends to a general knowledge of the practical use and working of steam engines and boilers, and of the various valves, fittings, and pieces of machinery connected with them and of the way in which electric lighting is carried out on board ship.

Candidates must :—

(*a*) Know the names and understand the uses of the various parts of engines and boilers, and their connecting pipes, valves, cocks, etc.

(*b*) Have a thorough grasp of the construction of the steam engine and boiler, to enable them to understand the nature and importance of any defect which may be reported to them by the Chief Engineer.

(*c*) Have a looking-on knowledge of what the principal repairs about engines, boilers and pipes are, and how these repairs are accomplished.

(*d*) Be able to form an independent opinion as to a breakdown, and the consequent propriety or impropriety of proceeding under steam with temporarily repaired or defective machinery.

(*e*) Understand how to estimate approximately the reduction of fuel required for reduced speed, and be able to satisfy themselves as to the sufficiency of the coal on board for the voyage.

(*f*) Have an intelligent grasp of the general run of pipes and connections in the engine-room, the working of cocks, the opening and closing of cocks and valves, and know how mistakes of importance may be made and how best to guard against such mistakes.

(*g*) Be capable of being left in charge of the feeding of a set of boilers, understand the working of the water gauge, and be able to guard against being misled by false indications of the gauge class.

(*h*) Understand the operations of blowing down and surfacing, the reasons for such practices and the danger which may result from the neglect of them in certain circumstances.

A Master or Mate presenting himself for examination in Steam must be understood to have made up for his want of practical experience by reading about the steam engine. He ought, therefore, to show that he intelligently understands the rationale of its action. Under this head he should be able to state approximately the quantity of heat required in the formation of steam, the relation of "latent" heat to "sensible" heat, how much steam can be raised by the combustion of one pound of coal, what horse-power measure is, what indicated horse-power is, what is the action of the slide valve, the course of the steam through the engine, the advantage of working expansively, and how the expansive action is shown by the indicator diagram.

He should know the uses of the various parts of the engines and dynamos used for electric lighting, and how they and the cables are fitted in the hull ; how wires are jointed, insulated and cased ; why it is desirable that they should be led along places which are dry and accessible ; what "short circuiting" is and what are the causes which produce it ; what is its danger in coal bunkers and petroleum-carrying steamers ; what are the uses of switches and cut-outs, and why it is so important to prevent short circuiting taking place.

Candidates will be required to give written answers to sixteen out of twenty questions taken from the Elementary Questions (printed in Appendix C of the Regulations relating to the Examination of Engineers : Exn. 1*a*) given on the sheets marked "Steam," or questions similar to these. These questions will be altered from time to time without notice. The twenty questions will not be difficult, theoretical, or book questions, but such as any man of ordinary capacity who has a fair amount of practical knowledge of the use of working of the steam-engine ought to answer.

Examiners will require all candidates to fill up a form, Exn. 15*b* and they will forward it to the Chief Examiner of Engineers with the report of the examination.

Masters and Mates may cancel questions A, B and C, but they should fill up the form for questions D, E, F and G, as evidence of their practical knowledge.

If a candidate refers to any book, paper or memorandum, or obtains information from another candidate or any other person during the examination, he will be treated as having failed, will forfeit his fee, and will not be allowed to be re-examined for a period of six months.

The Examiners will report, in the case of failure, the nature of the question or questions that decided the failure, or the point in the management of the engines or boilers in which the candidate was deficient.

Applicants for the voluntary examination need not necessarily have served on board steamships; all that is required is that they shall have a practical knowledge of the use and working of the steam engine.

Practical knowledge is best gained in the engine-room; and the examination of an officer who does not produce official evidence of service in steamships, and of experience of engines, must necessarily be more searching than in the case of one who produces evidence of such service and experience.

The answers to the Elementary Questions are frequently given by candidates as learned by rote from a book. Candidates should, therefore, be asked such *viva voce* questions as will necessitate answers in different words, so as to discover whether they have the root of the matter in them.

A large part of the *viva voce* examination should be conducted on board a steamer, preferably one with which the candidate is unacquainted. He should be told to look about and try to find out the arrangement of the machinery without assistance, and the Examiner should be in the engine-room to see that this independent examination is properly carried out. When the candidate reports that he thinks he knows the arrangement, the Examiner will question him on the uses of the parts, get him to point out the different cylinders, pumps, valves, condenser, etc.; also the dynamo, its field magnets, armature, commutators, brushes, cables, etc. The candidate must show that he understands the run of the pipes in the bilges, not necessarily that he has gone over every one of them, but he ought to be directed to trace, at least, one important range of pipes, and to thoroughly satisfy the Examiner that he could be safely trusted to manipulate the valves or cocks in connection therewith. It will not often be practicable for the candidate actually to work engines under steam, but he must satisfy the Examiner that he knows how to do so, and that he is aware of the precautions to be taken in regard to water in the cylinders, etc. It is most important that a candidate should show that, in the event of an accident depriving him of the assistance of Engineers, he knows what to do to safely take his vessel to an anchorage, or to stop the engines and proceed under sail alone.

The examination of a Mate in steam is the same as that of a Master. The knowledge required has no reference to the Mate's position.

The Mate may be examined, but such examination implies that the Mate may one day be a Master, when the possession of the knowledge will be an advantage to him in the discharge of his duties.

APPENDIX I.

(*See* Rule 26.)

SIGHT TESTS.

Details as to the conduct of the tests.

These tests must be conducted under the strict personal supervision of the Examiner. A careful record must be kept of all mistakes made by the candidate both in the form vision test and in the colour vision test.

Examiner must keep a record of all candidates passed by him for reference when required.

I.—FORM VISION TEST.

1. **Form vision test to be passed first.**—The first test which the candidate is required to undergo is the test for form vision, and until he has passed this test he must not be allowed to proceed further with the examination.

2. **Apparatus used.**—The form vision test to be used for all candidates is that conducted on Snellen's principle by means of sheets of letters.

3. **Object of the test.**—The object of the form vision test is to determine whether the candidate can reach a sufficient standard of visual acuteness, or, in other words, to find out whether his eyesight is good or bad.

4. **Standard of vision required.**—Every candidate for a first certificate of competency will be required to possess normal vision. With the exceptions indicated below (*see* paragraph 8), every candidate for a second or higher certificate will be required to possess normal vision.

"Normal vision" is defined, for the purpose of these Regulations, as ability to read correctly nine of the twelve letters in the sixth line and eight of the fifteen letters in the seventh line of a test sheet placed in a good light at a distance of 16 feet from the eye.

The candidate will have the option of using either eye separately or both eyes together.

5. **Spectacles not allowed.**—During the examination for form vision candidates must not be allowed to use spectacles or glasses of any kind, or any other artificial aid to vision.

6. **Method of testing.**—The test sheets should be hung on the wall, *in a good light, but not in direct sunlight*, at a height of five or six feet from the ground. The candidate should be placed at a distance of exactly 16 feet from the sheets, and exactly opposite them. This distance should be carefully measured, and should never in any circumstances be varied.

One of the sheets should then be exposed, and the candidate should be asked to read the letters on each sheet, beginning at the top and going downwards. Any mistakes which he makes should be carefully noted. If then it is found that he has read correctly at least nine letters in the sixth line and eight letters in the seventh line of a sheet, the candidate may be considered to have normal vision, and should be marked "passed" in the appropriate column of the form of application (Exn. 2 or Exn. 2A, as the case may be).

7. **Passing or failure.**—If at the conclusion of the test the candidate is found to reach the required standard, he may be considered to have passed, and the Examiner should proceed to test him for colour vision. If the candidate fails to reach the standard required for the certificate entered for, he should be tested with at least four sheets, and the Examiner should fill in a Form, Exn. 17b, and should forward it, with any remarks he may wish to make, to the Principal Examiner for his instructions as to whether the candidate is to be regarded as passing or as failing in form vision.

8. **Lower standard required in certain cases.**—Candidates who are in possession of certificates obtained before January 1st, 1914, may be regarded as passing in form vision if they can read correctly with both eyes at least five of the eight letters in the fifth line of a test sheet.

9. **Tests to be varied.**—The Examiner should take care, by varying the order of the test sheets and by every other means in his power, to guard against the possibility of any deception on the part of the candidate.

10. **Result of examination to be reported.**—The result of every examination in form vision should be reported, in the case of a candidate for a certificate of competency, to Government on Form Exn. 2, and to the Port Officer on Form Exn. 14; and, in the case of a candidate for the sight tests only, to Government on Form Exn. 2 A.

II.—COLOUR VISION TEST.

11. **Apparatus.**—A special lantern and a mirror have been provided for this test. The lantern should be placed directly in front of the mirror, so that the front part of the lantern is exactly ten feet from the mirror. Care should be taken that the lantern is properly placed, that is to say, the lights reflected in the mirror must show clearly when viewed through the rectangular aperture on the left of the lantern. The Examiner should always satisfy himself that these conditions are fulfilled before commencing the examination.

12. **Darkness adaptation.**—*It is essential that a candidate should be kept in a room which is either completely or pratially darkened for at least a quarter of an hour before he is requested to undergo this test.*

Before the examination commences the Examiner must satisfy himself that the room in which it is conducted is so darkened as to exclude all daylight.

13. **Method of testing.**—The lantern supplied for the examination is so constructed as to allow one large or two small lights to be visible, and is fitted with 12 glasses of three colours—red, white and green. At the commencement of the examination the Eaxminer should show to the candidate a series of lights through the large aperture, and should require him to name the colours as they appear to him. Care should be taken in showing the white light to emphasise the fact that the light is not a pure white. If a candidate makes a mistake of calling this light "red" a proper red light should be shown immediately after and the candidate's attention directed to the difference between the two.

After a series of lights through the large aperture has been shown, the Examiner should make a complete circuit with the two small apertures, requiring the candidate to name the colours of each set of two lights from left to right. To prevent any possibility of the order in which the lights are arranged from being learnt, the Examiner should at least twice in each circuit go back a varying number of colours.

A record of any mistakes made with either the large aperture or the two smaller apertures should be kept on Form Exn. 17c in accordance with the instructions therein.

14. **Passing or failure.**—If a candidate with either the large aperture or the two smaller apertures of the lantern mistakes red for green or green for red, he should be considered to have "failed" in Colour Vision.

If the only mistake made by the candidate with the lantern, is to call the white light "red," and if after his attention has been specially directed to the difference between the two he makes no further mistake of this nature, he should be considered to have passed in Colour Vision.

If a candidate makes any other mistake with the lantern, *i.e.*, if he calls white "red" repeatedly or red "white" at all, or confuses green and white, his case should be reported to the Port Officer and he should be told that the decision as to whether he is passed or failed, or a further examination is necessary will be communicated to him in due course. Pending the receipt of the Port Officer's instructions such a candidate should only be allowed to proceed with the remainder of the examination for a certificate of competency on the express understanding that the latter examination will be cancelled in the event of failure in the Sight Tests.

15. **Further examination and appeals.**—If in the cases covered by the preceding paragraph the Port Officer decides that a further examination is necessary, arrangements will be made for a special examination to be held and the third class travelling expenses necessarily incurred by a candidate in attending such an examination will be paid by the Government together with a subsistence allowance at a rate which will be notified to the candidate, but which will not in any circumstances exceed Rs. 5 for each day necessarily occupied in attending the examination. In these cases the above expenses will be paid whatever may be the result of the final examination.

If, however, on the report of the Examiner the Port Officer decides that the nature of the mistakes made shows conclusively that a candidate is so colour blind as to be unfit to hold a certificate, the candidate shall be considered to have failed.

In cases where, upon the report of the Examiner, a candidate is failed by the Port Officer, as well as in the cases covered by paragraph 14. Government will be prepared to allow a candidate who is dissatisfied with this decision to appeal for a special examination, but Government will not pay the travelling expenses of any such candidate unless he is reported by the Special Examiners conducting the appeal examination to have passed.

III.—REPORTS.

16. The result of every test in form or colour vision should be reported to the Government on the Form Exn. 2, and to the Port Officer on the Form Exn. 14, when the candidate is up for examination for a certificate of competency; and to the Government on the Form, Exn. 2A, when the candidate is up for examination in vision only.

All cases of failure should also be reported to the Port Officer on Form Exn. 17B, to which should be attached Form Exn. 17C, containing the record of any mistakes made with the lantern.

Every report relating to such an examination must be signed by the Examiner who conducted the examination.

APPENDIX J.

TABLE SHOWING THE REQUIREMENTS AS TO SEA SERVICE NECESSARY TO QUALIFY FOR EXAMINATION FOR CERTIFICATES OF COMPETENCY.

Note.

A candidate for an Ordinary certificate of any grade who has not previously held an Ordinary certificate of a lower grade must prove that he has served twelve months in the foreign trade or eighteen months in the home or coasting trade in a square-rigged sailing vessel.

Where foreign-going certificates are required to be held to qualify candidates for examination, they may be either the Ordinary certificates, or those for fore and aft rigged vessels, or for foreign-going steamships.

It must be clearly understood that the amount of service laid down in the Regulations for each grade of certificate of competency is the absolute minimum that can be accepted, and unless a candidate can show the full amount he must in no case be allowed up for examination.

Rank.	Minimum Age.	Total Sea Service (Years).	Officer's Service in Merchant Vessels.		
			Years.	Lowest capacity.	Lowest certificate required.
ORDINARY CERTIFICATES FOR FOREIGN-GOING SHIPS.					
2nd Mate ...	18	4	.....	No officer's service required ...	None.
Only Mate ...	19	5	.....	No officer's service required ...	None.
1st Mate ...	19	5	1	3rd or 4th Mate in foreign trade *in charge of watch.*	2nd Mate foreign-going.
				Or	
			1½	Only Mate in home or coasting trade ...	2nd Mate foreign-going, or home trade Mate.
				Or	
			1	Pilot with 1st Class pilot's certificate ...	None.
Master ..	21	6	1	Only Mate in foreign trade	Only Mate foreign-going.
				Or	
			1½	Only Mate in home or coasting trade ...	Ditto.
				And in addition, unless the above service was performed with a First Mate's Foreign-going certificate, he will also be required to prove one of the following services prescribed for that grade.	
			1	3rd or 4th Mate in foreign trade *in charge of watch.*	2nd Mate foreign-going.
				Or	
			1½	Only Mate in home or coasting trade ...	2nd Mate foreign-going or home trade Mate.
				Or	
			1	Pilot with 1st class pilot's certificate ...	None.
				OR HE MUST HAVE SERVED.	
		6½	1	2nd Mate in foreign trade	1st Mate foreign-going.
				(*Provided that, if this service as 2nd Mate was performed under an Additional or Auxiliary 1st Mate, it will only be accepted if a 3rd and 4th Mate were also carried.*)	
				And in addition.	
			1½	3rd or 4th Mate in foreign trade *in charge of watch.*	2nd ditto.
				OR HE MUST HAVE SERVED	
		9*	3	Master in home or coasting trade ...	2nd Mate foreign-going or Master home trade for one year of such service.
				Or	
			1	Master in home or coasting trade ...	Ditto.
				And in addition	
			3	Mate in home or coasting trade ...	
CERTIFICATES FOR FOREIGN-GOING FORE AND AFT RIGGED VESSELS.					
2nd Mate ... Only Mate ... 1st Mate ... Master ...	Same as for ordinary certificates; except that no service in *square-rigged sailing vessels* is required.				
CERTIFICATES FOR FOREIGN-GOING STEAMSHIPS.					
2nd Mate ... Only Mate ... 1st Mate ... Master ...	Same as for ordinary certificates; except that the whole of the service may have been performed in a steamship and that no service in square-rigged sailing vessels is required.				
CERTIFICATES FOR HOME TRADE PASSENGER SHIPS.					
Mate ...	19	4	.....	No Officer's service required	None.
Master ...	21	5	1	Only Mate	Mate home trade or 2nd Mate foreign-going.
				Or	
			2½	2nd Mate *in charge of watch*	Mate home trade or 2nd Mate foreign-going.
				Or	
			1	As pilot with 1st class pilot's certificate	None.

* If all the service was in home or coasting trade.

APPENDIX K.

(*See* Rule 121.)

TEXT-BOOKS TO BE USED IN THE EXAMINATIONS.

For Naval Architecture.—"The Modern Practice of Shipbuilding in Iron and Steel," by Samuel J. P. Thearle. Published by William Collins, Sons & Co. Price Eleven Shillings and Threepence nett.

"Ship Construction and Calculations," by George Nicol. Published by James Brown & Sons, 52-56, Darnley Street, Pollokshields, E. Price Ten Shillings and Sixpence.

For Stability.—"Ship Stability and Trim," by Percy Hillhouse. Published by Gieve's Publishing Co. (John Hogg), 13, Paternoster Row, London, E.C. Price Ten Shillings and Sixpence.

For Deviation of the Compass.—The "Admiralty Manual for the Deviations of the Compass," to be obtained through any bookseller, or directly from His Majesty's Stationery Office at any of the addresses given on the title page of these Regulations; or Edward Ponsonby, 116, Grafton Street, Dublin. Price Three Shillings. "The Elementary Manual for the Deviations of the Compass in Iron Ships," by E. W. Creak, published by J. D. Potter, 145, Minories, London, E. 1. Price Six Shillings and Sixpence.

For Meteorology, including Barometer, Thermometer and Hydrometer.—"A Barometer Manual for the use of Seamen; with an Appendix on the Thermometer, Hygrometer and Hydrometer" (issued by the authority of the Meteorological Council). Price One Shilling. And "The Seaman's Handbook on Meteorology." Price Two Shillings. To be purchased through any bookseller, or directly from His Majesty's Stationery Office at any of the addresses given on the title page of these Regulations; or Edward Ponsonby, 116, Garfton Street, Dublin.

For Prevailing Winds and Currents of the Globe.—"The Principal Winds and Currents of the Globe, etc.," compiled from the various Admiralty Sailing Directions, Weather Charts, etc., by Captain Robert Jackson, R.N., and to be purchased, either directly or through any bookseller, from Simpkin, Marshall and Company, Paternoster Row, London; or Henry Lewis, 114, High Street, Portsmouth. Price One Shilling.

For Trade Routes.—"Ocean Passages," compiled from the various Admiralty Sailing Directions by Captain Robert Jackson, R.N., and to be purchased, either directly or through any bookseller, from Simpkin, Marshall and Company, Paternoster Row, London; or Henry Lewis, 114, High Street, Portsmouth. Price One Shilling.

For Tides.—"Tide Tables for the British and Irish Ports," published annually by the Admiralty, and to be purchased, either directly or through any bookseller, from J. D. Potter, 145, Minories, E., and 11, King Street, Tower Hill, E. Price Two Shillings.

For Signalling.—The "British Signal Manual" may be obtained through any bookseller, or directly from H.M. Stationery Office at any of the addresses given on the title page of these Regulations; or Edward Ponsonby, 116, Grafton Street, Dublin. Price Sixpence.

For Elementary Science.—"General Elementary Science," by W. Briggs. Published by the University Tutorial Press. Price Three Shillings and Sixpence.

Intending candidates are advised to procure these books to take to sea with them, so that they may study them during their leisure hours.

Instruments.—The Barometer (Kew pattern Marine Barometer), Thermometer and Hydrometer used in the examinations will be precisely similar to those supplied to shipmasters by the Meteorological Office for making observations on board ship.

APPENDIX L.

(*See* Rules 93 and 96.)

TABLE SHOWING THE RIVER OR SMOOTH WATER, THE PARTIALLY SMOOTH WATER, AND THE EXCURSION LIMITS OF THE VARIOUS PORTS

Name of Port.	Smooth Water Limits.	Partially Smooth Water Limits.	Excursion Limits.
DISTRICT OF THE EASTERN COAST OF SCOTLAND.			
Inverness	Within a line from Fort George to Chanonry Point to Fort William.	Nil	Lossiemouth or Dunrobin.
Banff	Nil	Nil	Peterhead or Lossiemouth.
Peterhead	Nil	Nil	Aberdeen or Banff.
Aberdeen	Inside the Harbour	Nil	Peterhead or Montrose.
Montrose	Nil	Nil	Dundee or Aberdeen.
Dundee	Within a line from Dundee and Newport Ferries.	Within a line from Broughty Castle to Tayport.	Montrose or Leith.
Queensferry ...	Above the Forth Bridge	Within a line from Kirkcaldy to Portobello	Berwick-on-Tweed or Dundee.
Leith	Nil	Within a line from Kirkcaldy to Portobello	Ditto.
DISTRICT OF THE NORTH-EASTERN COAST OF SCOTLAND.			
Berwick-on-Tweed	Spittal Point	Nil	North Berwick or Newcastle.
Amble	Amble Bar	Nil	St. Abb's Head or Middlesbrough.
Blyth	Inside the Pier Heads	Nil	Berwick-on-Tweed or Whitby.
Newcastle, North and South Shields.	Inside the Tyne Pier Heads	Nil	Berwick-on-Tweed or Scarborough.
Sunderland	Inside the Sunderland Pier Heads	Nil	Ditto.
Seaham	Nil	Nil	Ditto.
Hartlepool, East ...	Hartlepool Bar	Nil	Amble or Bridlington.
Do, West ...	Nil	Nil	Ditto.
Stockton	Fourth Buoy	Nil	Ditto.
Whitby	Inside the Whitby Pier Heads	Nil	Bridlington or Newcastle.

Name of Port.	Smooth Water Limits.	Partially Smooth Water Limits.	Excursion Limits.
DISTRICT OF THE EASTERN COAST OF ENGLAND.			
Scarborough ...	Nil	Nil	Newcastle or Hull.
Hull	In Winter, within a line from Whitten Ness to Brough. In Summer, above Hull and New Holland	In Winter, within a line from New Holland for Paul. In Summer, within a line from Cleethorpes Pier to Patrington Church.	Lynn or Scarborough.
Goole	Same as Hull	In Winter, within a line from New Holland to Paull. In Summer, within a line from Cleethorpes Pier to Patrington Church.	Lynn or Scarborough.
Gainsborough, Lincoln, Nottingham, York.	Same as Hull	In Winter, within a line from New Holland to Paull. In Summer, within a line from Cleethorpes Pier to Patrington Church.	Spurn Point or Donna Hook.
Grimsby ...	Nil	In Winter, nil ... ... In Summer, Within a line from Cleethorpes Pier to Patrington Church.	Lynn or Scarborough.
Boston	Inside the New Cut	Nil	Cromer or Hull.
LONDON DISTRICT.			
Wisbech	Inside Wisbech Cut	Nil	Cromer or Hull.
King's Lynn ...	Inside Lynn Cut	Nil	Ditto.
Norwich or Yarmouth.	On all the Inland navigation from Norwich to inside the piers at Yarmouth or Lowestoft.	Within a line from the S. W. Barnard Buoy to the North Cockle Buoy inside the Banks.	Cromer or Walton-on-the-Naze.
Lowestoft ...	Same as Norwich or Yarmouth	Ditto.	Ditto.
Harwich or Ipswich	Inside Languard Fort	Within a line from Walton-on-the-Naze to Languard Fort.	London or Yarmouth.
Malden	Within a line from West Mersea Point to Bradwell Point at the mouth of the River Blackwater.	Nil	Nil.
Burnham-on-the Crouch.	Within a line from Hollywell Point to Foulness Point.	Within a line from Clacton Pier to Herne Bay Pier.	Dover or Herwich.
London	Gravesend	*Vessels navigating the North side of the Thames.* For vessels of approved construction and of not less than 15 knots speed—within a line from the Girdler Lightship to the North-east Gunfleet Buoy and thence to Walton-on-the Naze. For other vessels—within a line from Clacton Pier to Herne Bay Pier. *Vessels navigating the South side of the Thames.* Within a line from Southend Pier to the Girdler Lightship and from the Girdler Lightship to Foreness.	Ditto.
Rochester	Sheerness and Whitstable inside Sheppey ...	Within a line from Clacton Pier to Harne Bay Pier.	Ditto.
Dover	Nil	Nil	Newhaven or Sheerness.
Folkestone	Nil	Nil	Ditto.
Newhaven	Nil	Nil	Portsmouth or Dover.
Littlehampton ...	Above Littlehampton Pier	Nil	Poole or Rye.
Langston and Chichester.	From a line drawn from the north point of Cumberland Fort to Gunner Point across the entrance of Langston Harbour to a line drawn from the East Saitern to the Watch House; across the mouth of Chichester Harbour. For Inland navigation only.	Nil	Nil.
Portsmouth ...	Inside Portsmouth Harbour	St. Helens and the Needles within the isle of Wight and to Langston Harbour. *For small launches not carrying boats.* In Summer, a line from Brading Harbour to Langston Harbour inside the Isle of Wight to Hurst Castle; in Winter, Spithead.	Newhaven or Weymouth.
Southampton ...	Calshot Castle	Ditto	Ditto.
Cowes	Between East and West Cowes within the River Medina.	Nil	Nil.
Christchurch ...	Within the Bar	Nil	Nil.
Poole	Inside the Harbour	Nil	Weymouth or the Nab.
Weymouth	Nil	Portland Harbour	Portsmouth or the Start.
SOUTH AND SOUTH-WEST OF ENGLAND DISTRICT.			
Exeter	Inside the Bar	Nil	Weymouth or Plymouth.
Teignmouth ...	Within the Harbour	Nil	Ditto.
Torquay	Nil	Nil	Ditto.
Dartmouth ...	River Dart	Nil	Ditto.
Plymouth	Within a line from the inside of Drakes Island to Mount Batten Pier. The River Yealm within a line from Warren Point to Misery Point.	Within a line from Cawsand to Breakwater and Breakwater to Staddon Pier.	Exeter or the Lizard.
Fowey	Inside the Harbour	Nil	Falmouth or Plymouth.
Par	Nil	Nil	Ditto.
Falmouth	A line from Zoze Point to Pendennis Point	In Winter, nil; in Summer within a line from Nare Point to St. Anthony's Point during daylight and in fine weather only.	Start Point or Penzance.
Penzance	Nil	Nil	Falmouth or St. Ives.
St. Ives	Nil	Nil	Padstow or Penzance.
Padstow	Padstow Harbour, above a line from Gun Point to Brae Hill.	Within a line from Stepper Point to Trebetherick Point.	St. Ives or Barnstaple including Lundy Island.
Barnstaple	Inside the Bar	Nil	Padstow or Bridgwater, including Lundy Island.
SOUTH WALES DISTRICT.			
Bridgwater	Inside Stert Point	Within the Bar	Ilfracombe or Swansea.
Bristol	Within a line from Avonmouth Pier to Wharf Point.	In Winter, nil ... ... In Summer, within a line from Barry Dock Pier to Steepholm, thence to Brean Down. In Winter—for tenders to ocean-going steamers—to King Road and not below Walton Bay, during fine weather only.	Ditto.

Name of Port.	Smooth Water Limits.	Partially Smooth Water Limits.	Excursion Limits.
SOUTH WALES DISTRICT—*contd.*			
Gloucester	River Severn or Avon to Sharpness Point viâ Gloucester Canal.	In Winter, nil ... ... In Summer, within a line from Barry Dock Pier to Steepholm, thence to Bream Down.	Watchet or Barry Dock.
Chepstow	River Wye above Chepstow	Same as Gloucester	Nil.
Cardiff	Within a line from Lowwater Pier Head to the Lifeboat House near Penarth Dock entrance.	In Winter, nil ... ... In Summer, within a line from Barry Dock Pier to Steepholm, thence to Bream Down.	Tenby or Ilfracombe.
Barry Dock ...	Inside Dock	Same as Gloucester	Milford or Ilfracombe.
Neath	Inside the Bar	Nil	Barnstaple or Milford.
Swansea	Nil	Nil	Ditto including Lundy Island.
Milford	Within a line from Hubberstone Beach to Angle Point.	Within a line from South Hook Point to Thorn Island.	Swansea or Cardigan.
Fishguard	Nil	For tenders to ocean-going steamers within a radius of three miles from the end of the break water in Fishguard Harbour.	Barmouth or Tenby.
Cardigan	Inside the Bar	Nil	Portmadoc or Milford.
Barmouth	Inside Barmouth Ferry	Nil	Cardigan or Bardsey Island.
LIVERPOOL DISTRICT.			
Portmadoc	Inside the Bar Buoy	Nil	Cardigan or Carnarvon.
Holyhead	Inside the Breakwater	Nil	Liverpool or Portmadoc or round the Island of Anglesea.
Carnarvon	Menai Straits to Aber Menai or Beaumaris	Menai Straits, from Carnarvon Bar to Puffin Island.	Ditto.
Conway	Within a line from Mussel Hill to Tremlyd Point.	Nil	Ditto.
Chester	River Dee, not below Connah's Quay ...	Inside the West Hoyle Bank	Barrow, Holyhead, or Carnarvon.
Liverpool	The Rock Lighthouse	In Winter, nil ... ... In Summer, within a line from Formby Point to Hilbre' Point. Special limit for tenders to ocean-going steamers—within a radius of 3½ miles of Formby Lightship—during fine weather only. The Bell Buoy and Bar Lightship for tugs taking passangers from ships outside the Bar.	Ditto.
Preston	Lytham	Within a line from South port or Blackpool inside the Banks.	Llandudno or Barrow.
Fleetwood	Within a line from Low Light to Knotend Pier. Within Fleetwood Harbour, for tugs plying as tenders to Belfast and Isle of Man steamers.	Nil	Whitehaven or Liverpool.
Lancaster	Within a line from Sunderland Point to Chapel Point.	Nil	Ditto.
Morecambe Bay ...	Special Limit for tenders to Belfast and Isle of Man steamers within a radius of three miles of Heysham Piers.	In Winter, nil ... ... In Summer, from Heysham to Sunderland Point and to Morecambe and Grange.	Ditto.
Bowness	Anywhere on the Lakes	Nil	Nil.
Barrow	Inside Walney Island	Nil	Whitehaven or Liverpool.
Douglas	From Battery Pier to Victoria Pier ...	Nil	Round the Island.
Whitehaven ...	Nil	Nil	Barrow or Carlisle.
Carlisle	Above Port Carlisle	Within a line from Southerness to Silloth...	Whitehaven or Port Whithorn.
DISTRICT OF THE WESTERN COAST OF SCOTLAND.			
Dumfries	Inside Aird Point and Glenhaven Point ...	Within a line from Southerness to Silloth ...	Wigtown or Whitehaven.
Wigtown	Nil	Nil	Stranraer or Dumfries.
Stranraer	Inside Cairn Ryan	Loch Ryan, within a line from Kinnaird Point to Milleur Point.	Wigtown or Greenock.
Ayr	Inside the Bar	Nil	Stranraer or Glasgow.
Ardrossan	Nil	Nil	Ditto.
Glasgow	In Winter, within a line from Cloch Lighthouse to Dunoon Pier. In Summer, within a line from Bogany Point, Isle of Bute, to Skelmorlie Castle and Ardlamont Point inside the Kyles of Bute.	Within a line from Skipness to Fairlie Head round the Island of Bute.	Stranraer or Campbeltown.
Campbeltown ...	Inside the Harbour but not outside Davaar Island.	Nil	Glasgow only.
Oban	Nil	Inside the Island of Kerrera to Dunstaffnage Point.	Crinan, Tobermory, or Fort William.
Ballachuilish ...	Within Loch Leven and not outside Peter Straits.	Nil	Nil.
Fort William ...	On the Canal to Inverness	Nil	Crinan or Tobermory.
Kyle	Nil	Through Loch Alsh to the Head of Loch Duich.	Nil.
IRELAND.			
Belfast	Within a line from Holywood to Macedon Point.	In Winter, nil ... ... In Summer, within a line from Carrickfergus to Bangor. A special limit for tenders to ocean steamers only within a radius of 3 miles from Carrickfergus during fine weather.	Rathlin Island or Killough.
Carlingford Lough	Within a line from Greenore to Greencastle Point.	Nil	Drogheda or Strangford Lough.
Drogheda ...	Within a line from Crook Point to Burrow Point.	Nil	Dublin or Warren Point, Carlingford Lough.
Dublin ...	Inside the Pier Heads	In Winter, nil ... ... In Summer, within a line from Dalkey Island to Balley Point.	Drogheda or Arklow.

Name of Port.	Smooth Water Limits.	Partially Smooth Water Limits.	Excursion Limits.
	IRELAND—*concld.*		
Wexford ...	Inside Ely House	Within a line from Raven Point to Rosslare Point	Arklow or Waterford.
Waterford ...	Passage	In Summer, within a line from Dunmore to Hook Point. In Winter, within a line from Geneva Barrack to Duncannon Light.	Wexford or Youghal.
Youghal ...	Within a line from Ferry Point to Green Park.	Nil	Waterford or Kinsale.
Cork ...	Within a line from Camden to Carlisle Forts	Nil ... ... A special limit for tenders to ocean steamers only, within a radius of 3 miles from Roches Point during fine weather.	Dungarvan or Galley Head.
Bantry Bay ...	Inside Bear Island: Inside Whiddy Island, Glengarriff Harbour: Inside Carrid Point.	Nil	Galley Head or Valencia Harbour.
Limerick ...	Foynes	Within a line from Scattery Lighthouse to Carrig Island.	Loop Head or Kilmore Head.
Galway ...	Lough Corrib	Within a line from Black Rock Beacon to Kilcolgan Light.	Kilkieran or Liscannor Bays inside the Arran Isles.
Sligo ...	The Western extreme of Oyster Island ...	Within a line from Raghly Point to Black Rock Point.	Donegal or Ballina.
Enniskillen ...	Lough Erne	Nil	Nil.
Donegal ...	Inside the Bar	Nil	Sligo or Rathlin O'Birne Island.
Lough Swilly ...	Within a line from Buncrana to Muckarnish Point.	Within a line from Dunree Head to Port Salon.	Portrush or Tory Island.
Londonderry ...	Within a line from Magilligan Point to Greencastle.	Nil ... ... A special limit for tenders to ocean steamers only, within a radius of 3 miles from Innishowen Lighthouse during fine weather.	Buncrana in Lough Swilly or Rathlin Island.

APPENDIX M.

(*See* Rule 77.)

List of Colonial Certificates issued under Order in Council which are of the same force as those granted by the Board of Trade.

Colony.	Certificates.		Date of original Order in Council.	Date from which Order in Council takes effect.
	By whom granted in Colony.	Description.		
Victoria	*Marine Board ...	Master; 1st Mate; Only Mate; 2nd Mate; 1st class Engineer; 2nd class Engineer.	30 Mar. 1871 ..	4 Jan. 1870.
Canada	Minister of Marine and Fisheries.	Master; 1st Mate; Only Mate; 2nd Mate ...	19 Aug. 1871 ...	19 Aug. 1871
New Zealand ...	Marine Department ...	1st class Engineer; 2nd class Engineer ...	10 Nov. 1886 ...	1 Jan. 1887.
		Ditto ditto ...	9 Aug. 1872 ...	1 May 1872.
New South Wales ...	†Department of Navigation.	Master; 1st Mate; 2nd Mate; 1st class Engineer; 2nd class Engineer.	30 ,, 1873 ...	18 June 1872.
South Australia ...	Marine Board ...	Master; 1st Mate; Only Mate; 2nd Mate; 1st class Engineer; 2nd class Engineer.	12 May 1874 ...	12 May 1874.
Tasmania	Governor ...	Ditto ditto ...	12 Feb. 1876 ...	1 April 1876.
Bengal	Lieutenant-Governor...	Ditto ditto ...	27 June 1876 ...	27 June 1876.
Newfoundland ...	Governor	Master; 1st Mate; Only Mate; 2nd Mate ...	14 May 1877 ...	14 May 1877.
		1st class Engineer; 2nd class Engineer ...	19 July 1910 ...	19 July 1910.
Bombay	Ditto	Ditto ditto ...	11 ,, 1877 ...	11 ,, 1877.
Queensland	Marine Board ...	Master; 1st Mate; 2nd Mate; 1st class Engineer; 2nd class Engineer.	26 Mar. 1878 ...	1 Oct. 1877
Hong-Kong	Governor	Master; 1st Mate; Only Mate; 2nd Mate; 1st class Engineer; 2nd class Engineer.	31 Dec. 1883 ...	1 Jan. 1884.
Straits Settlements ...	Ditto	Master; 1st Mate; 2nd Mate	1 May 1890 ...	1 June 1890.
		1st class Engineer; 2nd class Engineer ...	1 ,, 1890 ...	1 Aug. 1888.

* The Steam Navigation Board was superseded by the Marine Board on the 21st December 1888. *See* Order in Council of the 23rd November 1893.

† The Marine Board was superseded by the Department of Navigation on the 17th March 1900.

NOTE.—The Orders in Council giving Imperial validity to certificates of competency issued in Malta and Mauritius were revoked by Order in Council dated the 18th August 1916.

APPENDIX N.

Form of Certificate for Indian Coasting Voyages as required by Rule 76.

Seaman discharged from _____ *in a British Possession abroad.*

Name and official number of ship.	Port of registry.	Tonnage.	Description of voyage or employment.*
1	2	3	4

Name of seaman.	Place of birth.	Date of birth.	No. of fund ticket (if any).	Capacity.	Date of entry.	Date of discharge.	Place of discharge.
1	2	3	4	5	6	7	8

Character for conduct.	Character for ability.	Date of sailing from Home Port.	Date of arrival at Home Port.

I certify that the above particulars are correct, and that the abovenamed seaman was discharged accordingly.

Dated this _____ *day of* _____ *19*____.

_____ *Seaman* _____ *Master.*

* Such as—Coasting.—Calcutta to Bombay and back to Calcutta
Coasting.—Bombay to Madras.

The 21st August 1919.

No. 104Marine.—Following the procedure of the Board of Trade, the Government have decided to discontinue the issue of temporary certificates of competency as Second Mate of foreign-going and Home-Trade ships, which was authorized during the war, under notification No. 68Marine, dated the 29th May 1916. That notification is now hereby cancelled.

2. After the 20th September 1919 temporary certificates issued under that notification will cease to be valid, and will not entitle holders to act in the capacity of Second Mate of a merchant ship. Every such temporary certificate granted by the Government of Bengal should be forwarded on or before 20th September 1919 to the Port Officer, Calcutta, for cancellation.

Holders of temporary certificates will, however, be entitled, when they can produce evidence of the necessary four years' sea service, to apply for full certificates without further examination.

F. A. A. COWLEY,
Secy. to the Govt. of Bengal.

The 22nd August 1919.

No. 105Marine.—For the purposes of the Paris Sanitary Convention, 1912, and with reference to the rules framed under section 6, sub-section (*1*), clause (*p*), of the Indian Ports Act, 1908, as amended by the Indian Ports (Amendment) Act, 1911, and published under Bengal Government notification No. 16Marine of the 6th March 1917, the Governor in Council hereby declares Tellecherry to be an infected port on account of plague.

F. A. A. COWLEY,
Secy. to the Govt. of Bengal.

The 25th August 1919.

No. 106Marine.—The following draft of an amendment which, in exercise of the power conferred by section 36 of the Indian Steamships Act, 1884 (VII of 1884), the Governor in Council proposes, with the sanction of the Governor-General in Council, to make in the rules relating to the grant of certificates of competency to engineers of sea-going steamships, published under the Bengal Government notification No. 32Marine, dated the 25th March 1918, as amended by notification No. 76Marine, dated the 8th July 1919, is published for the information of persons likely to be affected thereby.

2. The draft will be taken into consideration on or after the 27th September 1919, and any suggestion or objection with regard thereto which may be received by the undersigned before that date will be duly considered.

Draft amendment.

To rule 75 of the said rules, *add* the following:—

"If a candidate fails three times in any part or parts of the examination within any period of three months he will not be re-examined until after a lapse of three months from the date of the last failure".

F. A. A. COWLEY,
Secy. to the Govt. of Bengal.

The 26th August 1919.

No. 108Marine.—It is hereby notified for general information that Karachi being declared free from plague, the regulations for the prevention of the introduction of plague by sea which were imposed in the ports in Bengal against vessels arriving from Karachi are withdrawn.

F. A. A. COWLEY,
Secy. to the Govt. of Bengal.

The 26th August 1919.

No. 109 Marine.—The following abstract of the budget estimates of receipts and expenditure of the Commissioners for the Port of Chittagong for the year 1919-20 is published for general information, as required by section 87, sub-section (4) of the Chittagong Port Act, 1914 :—

(a) PORT FUND.

	Rs.
Actual opening balance on the 1st April 1919 (exclusive of Rs. 1,89,763 invested in G. P. notes and Rs. 60,000 in fixed deposit)	1,21,387
Estimated income for 1919-20 (including all Government grants)	16,70,862
Total receipts ...	17,92,249
Estimated expenditure during 1919-20 (including the annual instalment of the repayment of Government loans)	16,80,389
Estimated closing balance on 31st March 1920 ...	1,11,860

(b) PILOTAGE FUND.

Actual opening balance on the 1st April 1919 (excluding Rs. 9,908-13-4 invested in G. P. notes for Rs 10,200)	689
Estimated income for 1919-20	33,356
Total receipts ...	34,045
Estimated expenditure during 1919-20. ...	33,780
Estimated closing balance on 31st March 1920 ...	265

F. A. A. COWLEY,
Secy. to the Govt. of Bengal.

RAILWAY DEPARTMENT.

The 21st August 1919.

No. 9R.—The following notification issued by the Government of India, Railway Department (Railway Board), is republished for general information.

C. P. WALSH,
Secy. to the Govt. of Bengal.

No. 160P.-16, dated the 15th August 1919.

NOTIFICATION—By the Government of India, Railway Department (Railway Board).

IT is hereby notified, for general informntion, that the Railway Board have sanctioned a traffic survey being carried out by the Eastern Bengal Railway Administration for a line of railway from Golakgunge to Kumargram, a distance of about 36 miles, and from Alipur Duars to Kumargram, a distance of about 26 miles.

2. This survey will be known as the Golakgunge-Kumargram-Alipur Duars Railway reconnaissance survey.

SUBORDINATE CIVIL SERVICE.

No. 4716A.

No. 1853A.D.—The 19th August 1919.—Maulvi Quazi Muhammad Muhiuddin, Sub-Deputy Collector, Diamond Harbour, 24-Parganas, is allowed leave for two months, under article 260 of the Civil Service Regulations, with effect from the date on which he may avail himself of it.

24-Parganas.

No. 1873A.D.—The 20th August 1919.—Babu Bijay Gobinda Ghoshal, Sub-Deputy Collector, Murshidabad, is allowed leave for two months, under article 260 of the Civil Service Regulations, with effect from the date on which he may avail himself of it.

Murshidabad.

No. 1880A.D.—The 20th August 1919.—Babu Birendra Kumar Basu, Sub-Deputy Collector, Noakhali, is allowed leave for three months, under article 260 of the Civil Service Regulations, with effect from the 10th September 1919, or any subsequent date on which he may avail himself of it.

Noakhali.

No. 4584A.—The 22nd August 1919.—Babu Sourendra Kumar Mitra, Sub-Deputy Collector and Chaukidari Circle Officer, Satkhira, Khulna, is allowed leave for two weeks, under article 260 of the Civil Service Regulations, with effect from the date on which he may avail himself of it.

Khulna.

No. 4592A.—The 23rd August 1919.—Maulvi Khundkar Ali Tahir, Sub-Deputy Collector, Jangipur, Murshidabad, is allowed combined leave for six months, viz., privilege leave for twenty-six days, under article 260 of the Civil Service Regulations, with effect from the date on which he may avail himself of it, additional privilege leave for ten days, under the Government of India, Finance Department order No. 168C.S.R., dated the 24th February 1919, and leave on medical certificate for the remaining period under article 336 of the Regulations.

Murshidabad.

No. 4623A.—The 23rd August 1919.—In modification of the orders of the 20th June 1919, Maulvi Ali Asghar, Sub-Deputy Collector, is allowed leave for two months and sixteen days, under article 336 of the Civil Service Regulations, with effect from the 29th March 1919.

No. 4666A.—The 26th August 1919.—The following confirmations and promotions are sanctioned in the Subordinate Civil Service:—

Confirmed in the first grade.

1. Maulvi Ahmad Ali, with effect from the 25th November 1918, *vice* Babu Atul Gopal Ray, confirmed as a Deputy Magistrate and Deputy Collector of the seventh grade.

2. Babu Kashiswar Chakrabatti, with effect from the 25th November 1918, *vice* Babu Kshetra Mohan Mukharji, confirmed as a Deputy Magistrate and Deputy Collector of the seventh grade.

Promoted substantively pro tempore *to the first grade.*

3. Babu Chandra Kumar Sen Gupta, with effect from the 4th June 1919, *vice* Babu Abhay Charan Chatarji, appointed substantively *pro tempore* to the seventh grade of Deputy Magistrates and Deputy Collectors.

4. Babu Radhika Mohan Basak, with effect from the 4th June 1919, *vice* Babu Subodh Chandra Mitra, appointed substantively *pro tempore* to the seventh grade of Deputy Magistrates and Deputy Collectors.

Confirmed in the second grade.

5. Babu Upendra Mohan Basu, with effect from the 25th November 1918, *vice* Maulvi Ahmad Ali, confirmed in the first grade.

6. Babu Sashi Bhusan Biswas, with effect from the 25th November 1918, *vice* Babu Kashiswar Chakrabatti, confirmed in the first grade.

Promoted substantively pro tempore *to the second grade.*

7. Maulvi Nausher Ali Khan Yusufji, with effect from the 4th June 1919, *vice* Babu Chandra Kumar Sen Gupta, promoted substantively *pro tempore* to the first grade.

8. Maulvi Muhammad Amjad Ali, with effect from 4th June 1919, *vice* Babu Radhika Mohan Basak, promoted substantively *pro tempore* to the first grade.

Confirmed in the third grade.

9. Babu Satyesh Chandra Gupta, with effect from the 25th November 1918, *vice* Babu Upendra Mohan Basu, confirmed in the second grade.

10. Maulvi Din Muhammad, with effect from the 25th November 1918, *vice* Babu Sashi Bhusan Biswas, confirmed in the second grade.

11. Babu Kamini Mohan Das Gupta, with effect from the 25th November 1918, *vice* Babu Ramesh Chandra Sen, confirmed as a Deputy Magistrate and Deputy Collector of the seventh grade.

12. Maulvi Tasmimuddin Ahmad, with effect from the 4th May 1919, *vice* Babu Priya Lal Trivedi, seconded while on deputation.

Promoted substantively pro tempore *to the third grade.*

13. Babu Hira Lal Ray, with effect from the 30th March 1919, *vice* Maulvi Minnat Ali, deceased

14. Babu Rash Bihari Sen, with effect from the 4th June 1919, *vice* Maulvi Nausher Ali Khan Yusufji, promoted substantively *pro tempore* to the second grade

15. Babu Jamini Kanta Basu, with effect from the 4th June 1919, *vice* Maulvi Amjad Ali, promoted substantively *pro tempore* to the second grade

Confirmed in the fourth grade.

16. Babu Binode Mohan Chakrabatti, with effect from the 25th November 1918, *vice* Babu Satyesh Chandra Gupta, confirmed in the third grade.

17. Maulvi Israil Huq Chaudhuri, with effect from the 9th May 1919, *vice* Maulvi Tasmimuddin Ahmad, confirmed in the third grade.

18. Mr. Taylor MacDonald, with effect from the 25th November 1918, *vice* Babu Kamini Mohan Das Gupta, confirmed in the third grade.

19. Babu Anadi Nath Sarkar, with effect from the 25th November 1918, *vice* Maulvi Din Muhammad, confirmed in the third grade.

20. Maulvi Akbar Husain Ahmad, with effect from the 27th November 1918.

Promoted substantively pro tempore *to the fourth grade.*

21. Maulvi Anwar-ul Huq (seconded) and Babu Suresh Chandra Chakrabatti, with effect from the 25th May 1919, *vice* Babu Pankaj Bihari Das, seconded while on deputation.

22. Maulvi Kazi Muhammad Sudrul Ola, with effect from the 4th June 1919, *vice* Babu Rash Bihari Sen, promoted substantively *pro tempore* to the third grade.

23. Maulvi Muhammad Ismail, with effect from the 4th June 1919, *vice* Babu Jamini Kanta Basu, promoted substantively *pro tempore* to the third grade.

Confirmed in the fifth grade.

24. Maulvi A. K. Serajul Islam Zahid, with effect from the 9th May 1919.

25. Babu Harendra Narayan Bose, with effect from the 11th February, 1919.

26. Babu Mati Chand Pradhan, with effect from the 26th May 1919.

27. Babu Mohini Mohan Chakrabatti, with effect from the 11th May 1919.

28. Maulvi Nurul Halim, with effect from the 25th January 1919.

J. H. KERR,
Chief Secy. to the Govt. of Bengal.

REGISTRATION DEPARTMENT.

NOTIFICATIONS.

No. 375.—The 22nd August 1919.—Maulvi Ghulam Arab Ali Khan, Sub-Registrar of Kalihati, in the district of Mymensingh, is allowed leave for one month, under article 260 of the Civil Service Regulations, with effect from the date on which he is relieved.

Mymensingh.

No. 376.—The 23rd August 1919.—Babu Prakash Nath Basu, Sub-Registrar, grade II, is allowed extraordinary leave without allowances for six months, under article 339 of the Civil Service Regulations, in extension of the leave granted to him in notification No. 84, dated the 20th February 1919.

No. 377.—The 23rd August 1919.—Babu Binod Kanta Banarji Chaudhuri, Sub-Registrar of Sarishabari, in the district of Mymensingh, is allowed leave for one month, under article 260 of the Civil Service Regulations, with effect from the 30th July 1919.

Mymensingh.

No. 378.—The 23rd August 1919.—Maulvi Nurul Haq, probationer, of Noakhali, is appointed to act as Sub-Registrar of Sarishabari, in the district of Mymensingh, with effect from the 5th August 1919, during the absence, on leave, of Babu Binod Kanta Banarji Chaudhuri, or until further orders.

Noakhali.
Mymensingh.

No. 379.—The 23rd August 1919.—Babu Binod Bihari Datta, Sub-Registrar of Mirserai, in the district of Chittagong, is allowed leave on medical certificate for one month, under article 336 of the Civil Service Regulations, in extension of the leave granted to him in notification No. 251, dated the 31st May 1919.

Chittagong.

A. ISLAM,
Inspector-General of Registration, Bengal.

JAIL DEPARTMENT.

No. 11070, dated Calcutta, the 19th August 1919.—Assistant Surgeon Nityaranjan Guha took over charge of the Malda Jail from Assistant Surgeon Abinash Chandra Chatterjee on the forenoon of the 13th July 1919.

F. S. C. THOMPSON, LT.-COL., I.M.S.,
Inspector-General of Prisons, Bengal.

CIVIL MEDICAL DEPARTMENT, BENGAL.

No. 13618, dated Calcutta, the 23rd August 1919.—Temporary Assistant Surgeon Khagendra Narayan Ghosh is placed on supernumerary duty at the Medical College Hospital, Calcutta, with effect from the 20th August 1919, until further orders.

J. K. CLOSE, COL., I.M.S.,
Offg. Surgeon-General with the Govt. of Bengal.

TREASURY NOTICE.

BABU GIRIJA BHUSHAN GHOSAL, M.A., Deputy Collector, is placed in charge of the Noakhali treasury, with effect from the forenoon of the 19th August 1919, and is authorised to draw bills on other treasuries.

H. K. GHOSE, *offg. Collector.*

NOAKHALI COLLECTORATE, *the 19th August 1919.*

HIGH COURT NOTICE.

NOTIFICATION.

CIVIL.

The 19th August 1919.

No. 4747A.—Babu Dwijendra Nath Pal, munsif of Sudharam, in the district of Noakhali, is vested with the powers of a Judge of a Court of Small Causes, for the trial of suits cognizable by such a court up to the value of Rs. 50, within the local limits of the Sudharam munsifi.

By order of the High Court,

N. G. A. EDGLEY,

Registrar.

SMALL CAUSE COURT NOTICE.

NOTICE is hereby given under section VII, Act IX of 1887 (the Provincial Small Cause Court Act), that the Judge of the Courts of Small Causes, Serampore, Howrah and the 1st Subordinate Judge, Hooghly, will hold his sittings for the months of October, November and December 1919 or until further orders as detailed below :—

		1919.		
		October.	November.	December.
Hooghly	...	27th and 28th	1st to 10th	1st to 9th.
Serampore	...	29th	11th to 20th	10th to 16th.
Howrah	...	30th and 31st	21st to 30th	17th to 23rd.

BENODE BEHARI MUKHERJI, *Addl. Judge, Small Cause Court.*

SERAMPORE, *the 22nd August 1919.*

EDUCATION DEPARTMENT, BENGAL.

SUBORDINATE EDUCATIONAL SERVICE.

The 16th August 1919.

No. 186A.—Miss Kusum Kumari Sarkar, Head Mistress, Noakhali Sadar Middle English Girls' School (class V, Subordinate Educational Service), is granted, under article 336 of the Civil Service Regulations, leave for six months, with effect from the 16th June 1919.

No. 187A.—Babu Mahendra Nath Sarkar, Lecturer in Philosophy and Logic, Sanskrit College (class II of the Subordinate Educational Service), is granted privilege leave, under article 271 (*i*) of the Civil Service Regulations, for twelve days, with effect from the 4th August 1919.

No. 188A.—Babu Kiran Chandra Guha Thakurta, M.A., is appointed to act as Lecturer in Philosophy and Logic, Sanskrit College, and in class II of the Subordinate Educational Service, with effect from the 5th August 1919, *vice* Babu Mahendra Nath Sarkar, on leave.